

# THE COMMERCIAL & FINANCIAL CHRONICLE

HUNT'S MERCHANTS' MAGAZINE.  
A Weekly Newspaper.

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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## The Chronicle.

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—On page 210 will be found the detailed returns, by States, of the national banks, under the Comptroller's call of July 1, kindly furnished us by Mr. Knox. The previous returns were published, those for May 19 in the CHRONICLE of July 1, page 12, those for March 11 in the issue of April 29, page 485, and those for December 31 in the CHRONICLE of February 25, page 219.

### THE FINANCIAL SITUATION.

Again the bankers have met in convention, and again their deliberations have commanded a share of public attention. Notwithstanding the fulminations of political demagogues, the utility of banks is a patent fact, and their influence as a factor in the country's growth and its business development is recognized and appreciated by every merchant and business man. That the discussions of the bankers should therefore attract wide notice is not wonderful, for we all feel that we have a personal interest in their welfare, and it is to further this welfare and promote their usefulness to the community, by an interchange of experience, that the yearly meetings are held.

The usual variety of papers bearing upon banking and finance, was presented, and useful suggestions made as to effecting a solution of some of the vexed problems that agitate the community as respects currency, taxation, and kindred subjects. Valuable data in the way of statistical information were also furnished, though in this connection we miss the elaborate and extremely interesting reports

that Comptroller Knox is wont to supply. A feature of the session this year was the appearance of several Southern gentlemen to speak on behalf of their section of the country. They report excellent crops of cereals, good prospects for cotton, and a large investment during recent years of Northern capital in Southern enterprises, with a pressing need for more aid of the same kind, and an assurance that life and property in the South are secure and well protected. The session lasted two days, and, though the heat was intense at the place of assemblage, was attended by success. The convention exhibited its good sense and at the same time paid a tribute to the ability and character of Mr. Geo. S. Coe by re-electing that gentleman president of the Association.

Mr. John Thompson, whose paper last year predicting a financial revolution, created quite a sensation, this year sniffs danger in the political atmosphere. He says that the political elements of the country are composed of inflammable material; that monopoly on the one side is arrayed against strikes on the other, and much more of the same tenor. But, while admitting that the political atmosphere is not altogether clear, the average American has great faith in the political institutions of his country and their power to ward off all ills, so that Mr. Thompson's paper has not tended to create any alarm in the public mind. What is significant, however, is that Mr. Thompson does not reiterate his statement of a financial panic in the immediate future. The truth is, that at the present time no one can be found who believes in a panic. Notwithstanding the great expansion in all industries, it is recognized that the past offers no points of comparison with the present. By immigration alone two millions have been added to our population during the last three years. This means growth, continuous growth for some time to come. Railroads reflect it in their earnings, which in a great many cases have increased greatly, even in the face of the extraordinary crop deficiency. Thus our enlarged business is the result not of speculative expansion, but of natural conditions which have been and still are in operation. The deficient crops of last year produced some uneasiness, but had there been any such inflation in business affairs as existed in 1873, a crisis would have been inevitable. That there was no crisis has reassured many as to the sound condition of trade affairs generally, and now confidence, further inspired by the certainty of large crops this year, is almost universal.

There has been no important change in the situation during the week. The crop prospects continue favorable, with the harvest of spring wheat at the North and that of corn in the extreme South progressing under such conditions as to make it reasonably certain that early esti-

mates of yield of both cereals will be not far out of the way. Business is improving, and railroad earnings continue good. The very meagre reports which reach us regarding the condition of the European crops go to show that while there may be an average yield on the Continent, Europe will be likely to take liberally of our surplus, provided speculative manipulation here does not unreasonably advance prices.

The most important event of the week was the advance on Thursday by the Bank of England of the minimum rate of discount to 4 per cent from 3, at which it has stood since March 23. The movement was caused by the heavy drain of bullion from the Bank, this amounting since June 28 to about £2,600,000, the greater part of which has gone to France, some to Italy, and a portion to the interior of Great Britain. The directors were probably influenced by the fact that the Bank of Belgium advanced its rate early in the month from 3½ to 4 per cent, that the drain from London to the Continent, and especially to France, continued heavy, and that there was a fair prospect that large importations of grain from the United States into Great Britain would soon turn the exchanges more decidedly against England. Assuming that the rate has been raised mainly for the purpose of making it more difficult for foreign countries to draw gold from the Bank of England, and not with the expectation of immediately changing the current, the rise may possibly have nothing more than a temporary effect upon our exchange market. The Bank of France is now well supplied with gold, Germany has a fair stock on hand, and other Continental countries have a reasonable amount. The requirements of Italy for the purpose of specie resumption have probably by this time been fully met, as the latest mail advices report that then, August 5th, but £500,000 more were demanded, and half of this amount was at that date on its way from America, while this week we ship \$300,000 more.

The condition of the European crops is such that large food supplies must be obtained from abroad; and as we are likely to have an abundance it is natural to expect that this country will be first called upon. The actual trade balance owing by us to Europe is still presumed to be comparatively large, and it would require a heavy movement of produce thither to liquidate this balance and compel Europe to send us gold in payment for breadstuffs. Thus far the largest purchases of grain have been made by French and German merchants, and it is probable that liberal supplies will be sent to the Continent during the season, so that we may soon have balances due us there, which would be available in payment of our indebtedness to Great Britain. In that event gold, if required, would leave those countries, instead of the United States, for England. This theory receives support from the fact that last year our imports of gold came first from France and Germany before withdrawals were made from the Bank of England for shipment hither. Meantime, the comparatively high rate of discount ruling at the Bank of England will at least tend to check further withdrawals, the gold sent to Scotland and other interior points may soon return, and the supply of bullion in the Bank will in all probability be gradually augmented.

The announcement of an advance in the Bank rate induced some of the drawers of sterling to put up the rate for sight bills, but for the present there appears to be a supply sufficient to prevent further exports of gold beyond \$300,000 to be shipped on account of the Italian loan. There is a fair supply of commercial bills drawn against exports of wheat, but these are quickly absorbed, and the out-

ward movement has been checked to some extent by the high freights now ruling, and by speculative manipulation of the grain market, the latter for the moment causing prices to rule relatively higher here than in Liverpool. Then, again, the farmers are apparently holding back their grain for higher prices, thus aiding the speculators in their schemes. The demand for sterling comes from remittances to settle mercantile and other credits, and from the sale here of securities on European account. The following shows relative prices of leading securities in London and New York at the opening each day.

	August 14.	August 15.	August 16.	August 17.	August 18.
	Lond'n prices. <sup>a</sup>	N.Y. prices. <sup>a</sup>	Lond'n prices. <sup>a</sup>	N.Y. prices. <sup>a</sup>	Lond'n prices. <sup>a</sup>
U.S. 4s.c.	119½	119½	119½	119½	119½
U.S. 3½s.	100½	101½	100 45	101½	100 57
Erie.....	40 42	40	40 42	40 18	39 36
2d con.	97 75	98	98 00	98	98 10
III. Cont.	141 36	141 61	138 94	137 93	138 07
N. Y. C.	136 46	136 83	136 83	136 83	137 58
Reading	29 52	60	30 13	60	31 39
Exch'ge, cables.	4 90	4 90	4 90	4 90	4 90 ½

<sup>a</sup>Expressed in their New York equivalent.

<sup>b</sup>Reading on basis of \$30, par value.

<sup>c</sup>Ex interest.

The Bank of England's loss in bullion for the week amounts to £288,000. The proportion of reserve to liabilities was increased 1 9-16 per cent. The Bank of France gained 3,075,000 francs gold and lost 3,400,000 francs silver. The Bank of Germany since last report shows a decrease of 710,000 marks. The following exhibits the amount of bullion in each of the principal European banks this week and at the corresponding date last year.

	Aug. 17, 1882.		Aug. 18, 1881.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	21,779,892	.....	24,551,973	.....
Bank of France.....	39,953,763	46,157,372	25,064,351	49,833,997
Bank of Germany.....	6,937,375	20,812,125	7,048,250	21,144,750
Total this week.....	68,671,030	66,969,497	56,661,574	70,978,747
Total previous week.....	68,844,235	67,171,943	56,843,243	71,005,716

The above gold and silver division of the stock of coin of the Bank of Germany is merely popular estimate, as the Bank itself gives no information on that point.

Money on call has been active this week, but this activity has in great part been caused by manipulation for the purpose of unfavorably influencing the stock speculation. This is evident from the fact that while the rate was being bid upward at the Stock Exchange good borrowers had no difficulty in obtaining accommodation from their banks at comparatively low figures, and the exceptional demand at the Board brought in a supply which caused a decline to the normal rate before the close of the market. The rates of exchange on New York have risen this week to par at St. Louis, and 25 cents per \$1,000 discount to par at Chicago, but this may be caused by the supply obtained by transfers through the Treasury, which reduce the cost of transmitting funds to a minimum. The Treasury operations for the week have resulted in a gain, which is a loss to the banks, of \$2,042,747 44. The interior movement was as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency .....	\$782,000	\$1,021,000
Gold .....	11,000	300,000
Total .....	\$793,000	\$1,321,000

The Bank of America paid out \$1,450,000 gold on account of the associated banks during the week, of which \$300,000 was for shipment to Europe, and received nothing in return.

Last week's bank return doubtless very nearly reflected the actual condition of the banks, and the following will indicate the character of this week's statement.

	In/o Banks.	Out/o Banks.	Net Loss.
Sub-Treasury operations, net...	\$.....	\$2,042,747	\$2,042,747
Interior movement.....	793,000	1,321,000	528,000
Transfers through Treasury.....	.....	2,245,000	2,245,000
Gold exported.....	.....	300,000	300,000
Total.....	\$793,000	\$5,908,747	\$3,115,747

The leading feature of the week in the stock market has been the movement in the high-priced stocks, some of which have been carried to the best figures ever recorded. The rise in the Northwesterns was accompanied by a revival of the report that preparations were complete for the declaration of a scrip dividend. From the fact that the executive officers of the company paid a visit to Saratoga, presumably to consult with Mr. Vanderbilt, who is said to be the principal stockholder, the report was generally believed. The St. Pauls sympathized somewhat with the movement in the Northwesterns. Very favorable rumors regarding Delaware Lackawanna & Western, and the announcement that the Buffalo extension would soon be opened for traffic all the way, started a covering of short contracts in that stock, which carried the price up, and the movement favorably influenced Delaware & Hudson. The Omahas were influenced by a story that the line would be leased by the Chicago & Northwestern, and dividends guaranteed. The other properties on the list were strong until Wednesday, when they were temporarily depressed by activity in money; and the whole market was unfavorably affected on Thursday and Friday by the advance in sterling, and by reports that gold would be shipped to Europe, though at the time of this writing only \$300,000 appear likely to go out this week,—this being supposed to be the last shipment on account of the Italian loan.

The position of the leaders in the market is very carefully concealed and it is represented that they are seeking to depress prices in order to secure a larger line of stocks but this report may be for the purpose of inducing purchases by outside speculators. The operators for a decline have not been very successful in their movements, and the short interest in stocks has, it is believed, been largely increased during the week. The future of the market greatly depends upon the course of money and this fact is recognized by speculators. But it should be said that the opinion is quite generally entertained that the abolition of the usury law as respects call loans will so far modify the effects of stringency, should it occur, that a rise to above 10 per cent is unlikely. Should this prove to be the case, there would probably be no check to an active speculation in stocks and possibly higher prices.

The Assay Office paid \$211,806 through the Sub-Treasury for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Silver Dollars.	Silver Certificates.
Aug. 11...	\$682,936 21	\$280,000	\$21,000	\$1,000	\$382,000
" 12 ...	299,687 94	121,000	9,000	.....	166,000
" 14...	561,412 96	228,000	44,000	.....	289,000
" 15...	1,061,613 41	500,000	65,000	1,000	488,000
" 16...	689,150 87	370,000	29,000	.....	270,000
" 17...	696,722 68	336,000	32,000	1,000	327,000
Total...	\$3,971,524 10	\$1,817,000	\$200,000	\$3,000	\$1,922,000

#### OUR INCREASED IMMIGRATION.

An important factor in the present and prospective development of the United States is the immigration movement. Every immigrant that lands on our shores adds to the wealth-producing capacity of the nation. More than that, he infuses new life and energy into every branch of business, trade, and industry. Both consumption and production are increased by his presence. In the very act

of coming and traveling to reach his destination, he adds not immaterially to the immediate prosperity and success of certain lines of business. Not only do the ocean steamers engaged in the work get very large returns in carrying passengers of this description, but in forwarding them to the places chosen by the immigrants as their future homes the railroad companies also derive great benefit and their passenger traffic is greatly swelled.

All the trunk lines from New York (where the bulk of the movement enters,) find this immigrant traffic of growing importance, and actively compete for it. The Central, the Erie, and the Pennsylvania, all share in it, though not in equal degree; and in the case of the Grand Trunk of Canada the increase in passenger business, (to be attributed in part, no doubt, to immigrant traffic,) has for some months been sufficient to offset the loss on freight. Western and Northwestern lines, however, appear to be especially favored in this particular, as is natural considering that so many of the immigrants arriving here wend their way to the great Northwest, the South and Southwest being still comparatively neglected. The Northern Pacific, the Chicago & Northwestern, the Milwaukee & St. Paul, the Minneapolis & Manitoba, and other roads in the same section, do a very large and lucrative traffic in this class of passenger business. Thus even as a factor in increasing the business of public carriers this immigration movement assumes great importance, and cannot be overlooked.

But it is in its bearing upon the future that the movement derives its chief and greatest significance. The class of immigrants now reaching our shores is composed largely of thrifty, industrious and able-bodied persons. There are some indigent, lazy and worthless characters, like the Russian refugees, but in the main the immigrants form a very desirable addition to our population. Now, with such an inpouring of labor as the last two years have witnessed, it cannot but be that we are greatly enlarging the basis of our industrial fabric and widening and extending very materially the limits of all departments of business. Yet the full effects of this beneficent stream of immigrants upon our internal commerce, are not felt or seen at once. It takes time. The immigrant, for instance, who takes to farming, probably does not make any very great progress on his farm during the first year of his arrival. He is a stranger to the land, the mode of conducting agriculture is in many respects different from that in vogue in his own country, and the capabilities of the soil, together with its adaptation for special crops, are unknown to him. In the second year he will do better than in the first, but it is not until the third or fourth year, doubtless, that he attains full results. It follows, therefore, that in the present immigration movement we are laying the foundations for great activity in the immediate future, and probably paving the way for business expansion on a greater scale than ever before.

These immigrants not only produce largely, and thus add to our exportable surplus, but, having wants which they cannot supply themselves, create a demand for outside supplies, which acts and reacts upon all industries, and is felt in every department of business. Thus it is that the Eastern manufacturer finds the call upon him for his wares and goods growing more urgent all the time, thus the consumption of coal keeps on expanding notwithstanding the check to new railroad enterprises, and thus there is a more active and larger interchange of all commodities. And it is in this connection that the figures of immigration for the late fiscal year, issued by the Bureau of Statistics, impress one as being of more than ordinary significance. From these it appears that during the 24

months ended July 1, 1882, no less than 1,458,434 immigrants came to this country. In view of what has been said above, it will not be difficult to appreciate the importance of this infusion of new life into our industrial system; but it should be borne in mind that this vast body of immigrants has scarcely as yet had time to get fairly started at work. The full measure of their power and influence upon our industries still remains to be revealed. There is no previous movement of similar size with which to compare it. The total for the last two years is greater than the aggregate for the six years ended with July 1, 1880, and the total for the last three years (1,915,691) is but slightly below the aggregate (2,033,584) for the full eight years immediately preceding. This makes it evident that in any estimate as to our industrial development in the near future this influx of labor, with its attendant bearings upon trade, must receive a prominent place. The following table shows the arrivals in this country during the last thirty-two years, since 1850. Prior to 1856 it appears no separate account was kept as between immigrants and other passengers.

## IMMIGRATION MOVEMENT.

Year ended Dec. 31-	Total Alien Passengers Arrived.	Of which Immigrat's.	Year ended June 30-	Total Alien Passengers Arrived.	Of which Immigrat's.
1851.	379,466	.....	1867	303,014	298,967
1852.	371,603	.....	1868	288,088	282,189
1853.	385,645	.....	1869	363,074	352,768
1854.	421,833	.....	1870	402,920	387,203
1855.	200,877	.....	1871	342,609	321,350
1856.	200,873	198,877.	1872	422,516	414,808
1857.	250,882	246,945	1873	421,141	459,803
1858.	122,872	118,501	1874	327,949	313,439
1859.	121,075	118,616	1875	244,632	227,498
1860.	153,418	150,237	1876	189,991	168,986
1861.	91,822	89,724	1877	165,019	141,857
1862.	91,826	89,007	1878	157,776	138,469
1863.	176,214	174,524	1879	197,954	177,826
1864.	192,416	193,195	1880	484,196	457,257
1865.	248,111	247,453	1881	695,163	669,431
1866.	167,757	166,112	1882	816,027	789,003

\* Jan. 1 to June 30.

These immigration statistics have some interest apart from their bearing upon trade and business, so we will introduce here a table indicating where our immigrants have come from during the last two years of great immigration.

## COUNTRIES FROM WHICH IMMIGRANTS ARRIVED.

	1882.	1881.	Increase.
England and Wales.	85,175	66,204	18,971
Ireland.	76,432	72,342	4,096
Scotland.	18,937	15,168	3,769
Austria.	16,770	21,109	*4,339
Germany.	249,505	210,485	39,020
Norway.	29,100	22,705	6,395
Sweden.	64,607	49,760	14,847
Dominion of Canada.	98,308	125,391	-27,083
China.	39,579	11,890	27,689
All other countries.	110,590	74,377	36,213
Total.	789,003	669,431	119,572

\* Decrease.

A part of the immigration into the United States from the Dominion of Canada consisted of immigrants from Europe, who came by steamer to Montreal, and thence reached the lake ports of the United States by railroad.

It will be seen that, as in the previous year, Germany contributes a good part of the total. She has almost one-third of the aggregate. More immigrants came from that country than from England and Wales, Ireland, Scotland and Sweden combined. England and Wales supplied 85,175 this year (against 66,204 last), or more than Ireland, which sent 76,432, or but little above the number in the previous year, notwithstanding the disturbed condition of that unhappy country. Scotland shows a fair increase over the previous year, while Norway and Sweden are way above 1880-1. The most noteworthy increase, however, is in the movement from China, which was no doubt accelerated by the passage of the Chinese Bill. Thus 39,579 Chinamen came here in 1881-2, against only 11,890 in 1880-1 and only 5,802 in 1879-80. "All other countries" exhibits a heavy gain, but the full returns giving particulars as to these are not yet published.

As to the ports where the immigrants disembark, New York of course is the most prominent point. Of the 789,003 immigrants that came here in 1881-2, over half a million made New York their landing-place. In the previous year the ratio was about the same. After New York comes Huron, but at this port there was a very considerable decrease as compared with 1880-81. Following Huron, we have Boston, which exhibits a heavy increase; then we have Baltimore, which varies little from 1880-1, and Philadelphia, which also shows but a slight change. After this we get San Francisco, which has more than doubled its movement—probably on account of the comparatively large Chinese immigration. Detroit also gains largely. That the reader may have the exact figures, we give the following table, showing the movement at each port.

## CUSTOMS DISTRICTS WHERE IMMIGRANTS LANDED.

	Year Ended June 30, 1882.	Year Ended June 30, 1881.	Increase.
Baltimore.	41,739	40,017	1,722
Boston.	58,188	41,022	17,166
Detroit.	20,494	10,117	10,377
Huron.	71,424	111,170	*39,746
Minnesota.	1,164	1,829	*665
New Orleans.	3,142	3,284	*142
New York.	502,171	400,871	101,300
Oregon.	7,368	1,427	5,941
Passamaquoddy.	3,148	2,724	424
Philadelphia.	36,284	34,865	1,419
Puget Sound.	1,174	—	1,174
San Francisco.	32,668	12,432	20,236
All other districts.	10,039	9,673	366
Total.	789,003	669,431	119,572

\* Decrease.

## THE PROGRESS OF JAPAN.

Within a recent period some valuable additions have been made to our literature bearing upon Japan. Much new light has been thrown upon the condition of the nation; and, as a consequence, we are enabled to look to the future of that country with increased confidence. In the current number of the *British Quarterly Review* there is a remarkably well-informed article on Japan—an article which has special reference to the country's progress in recent years. Some of the points made by the writer, as well as the facts on which they are based, are, it seems to us, well worthy of reproduction. We have not the space to dwell at any great length upon the matter, but at least we can mention in brief detail some of the more important of the changes which have been accomplished during the last decade.

During these ten years Japan has in many respects undergone marvellous transformation. If we step back over that interval of time, we find the nation just emerging from an era of seven centuries of feudalism, when might was right and the sword was the law. The previous decade had been marked by serious political dissensions and difficulties, by powerful rivalries and civil war, and by tragic events in connection with foreign relations. The two-sworded retainers of the old feudal lords still abounded in the towns and cities; and the clan and military spirit flourished and revealed much of its original vigor. How great the change which has since swept over the country! Feudalism has been completely wiped out; the government has been centralized and built upon solid foundations; the *samurai*, or two-sworded men, are no longer to be seen; treaties of friendship and of commerce have brought the country within the community of civilized nations; the arts of peace are being cultivated; and a system of education has been established on a broad, liberal, and truly national basis.

From the beginning of the great work of regeneration Japan has had intimate relations with the United States. Our people have found it impossible not to be interested in the country. We have seen it emerge from centuries of darkness; we have seen the new spirit struggling with

the old, and trembled sometimes for the future ; we have seen the new forces gradually gaining the mastery, and finally becoming triumphant ; and we have rejoiced to see not only a nation saved but a nation added to the growing empire of civilization. In the future of Japan we are deeply interested, even from a utilitarian standpoint, because she is one of our near neighbors, and because in her prosperity we are destined to participate.

As to the changes in the form of government, it was in 1871 that an attempt was made to bring it into something like conformity with the modern type. There was a Council of State, consisting of ten members presided over by the Mikado, or Supreme Lord. The Executive was composed of the Ministers of Departments. There was a Consultative Board, called *Benkuwan*. There was also a kind of Parliament. The new arrangement was different, however. Change followed change, experiment followed experiment, until the form of government now existing took shape. It may be described as an oligarchy, tempered by public opinion as declared in petitions and through the press by men of mark unconnected with the government. The Mikado is assisted by the Supreme Council, or *Dai Jo Kuwan*, which possesses functions not dissimilar to those exercised by the Cabinet in Great Britain. There is a sort of consultative body, consisting of about forty members, nominated by the Crown. This stands in the place of a Parliament; but it can originate no measures. A recent imperial decree provides for the foundation of a national representative assembly in 1890. The departments of State, ten in number, are under so many heads, who are subject to the decrees and instructions of the Supreme Council. The old *han* or clan arrangement has been supplanted by the *ken*, or department system. The country is divided into thirty-six of these *ken*, presided over by governors or prefects. The civil and criminal code, modeled after the Code Napoleon, is under the special care of the Chamber of Forty above referred to.

No people have ever shown themselves to be so adaptable as the Japanese. Their reforms are not original. In devising and founding the new national institutions, they have had numerous models. The army is conformed to that of France, the navy to that of England. The United States has furnished the models for the postal service and for agriculture. The railroads, telegraphs, light-houses, mint, prisons, etc., are British. The educational system of Japan has borrowed from both England and the United States. The imperial army dates from 1871, and its present strength, including the reserves, is about 120,000 men. They are well armed with the most approved weapons of modern warfare. At Toyama, near Tokio, there is an excellent military school, after the model of West Point. At Tokio, Osaka and Yokosuka there are large arsenals and foundries. Japan has, besides, twenty fighting vessels, nineteen of which are steamers, carrying 156 guns and manned by some 5,900 sailors and artillermen. Great attention has been paid to education ; and it is precisely here where progress has made itself most visible. In 1872 a law was passed providing for the gradual establishment of 53,000 Government schools throughout the empire. Such was the success of the new scheme that by the end of 1873 the number of pupils in the Government schools was 400,000. Later statistics show marvellous progress. The 400,000 have swelled to more than five times that number. The number of children of school age is said to be 5,251,807 ; and of these about 40 per cent are receiving instruction. Of what are called middle schools there are 31 public and 358 private, instructing over 20,000 pupils ; and there is at Tokio a

University in which the higher departments are taught by competent professors.

It would be strange if amid such a state of things there were not other signs of intelligence. The first daily paper in Japan was established in 1871 at Yokohama. There are now 112 dailies and 130 periodicals, with an annual circulation of 33½ millions of copies. The post-office, with its 7,500 employees, does excellent work ; and the Post-office Savings Bank can boast of a success scarcely surpassed in any of the European countries. The first railway was opened in 1872. Railroads since have gradually been extending over the country. The telegraph has had most marked success. The first line was constructed in 1869 between the public offices in Yokohama. Now there are over 3,930 miles of lines, carrying 9,345 miles of wires, with 182 Government and public offices. There are 1,800 employees, of whom ten only are Europeans. In the matter of prison reform Japan has adopted all the latest methods of the West. Her industries are making satisfactory progress, and her revenue is prosperous. According to the Finance Minister's statement for the current fiscal year ending 30th June next, the estimated revenue is equal to £11,986,701, being £856,426 in excess of that for the previous year. The unredeemed debt at the end of last June was £71,609,458, of which £69,406,918 was domestic and £2,202,540 foreign. From this hasty sketch it will be seen that Japan has made most gratifying progress during the last ten years, and that there is every prospect that the next ten years will be marked by similar successes.

EXPORTS FROM NORFOLK.—We have received the following communication from Mr. Norman Bell, the Superintendent of the Norfolk Cotton Exchange, criticising certain statements in our article of last week on the foreign commerce of the country for the late fiscal year.

NORFOLK AND PORTSMOUTH COTTON EXCHANGE, 1  
NORFOLK, VA., Aug. 14, 1882.

Messrs. Wm. B. Dana & Co., P. O. Box 958, New York:

DEAR SIRS—In CHRONICLE Aug. 12, Vol. XXXV., page 175, you say: "But some of the more southerly ports lose heavily in exports." "This applies especially to Baltimore," etc.; "New Orleans loses 2 per cent," etc.; "Philadelphia more than holds its own," etc.

You make no mention of Galveston, Mobile, Savannah, Charleston or Norfolk.

I have aggregated exports of Norfolk for 12 months ending 30th June 1881 and 1882 respectively: Exports (total) 12 months ending 30th June, 1881, \$18,266,852; exports (total) 12 months ending 30th June, 1882, \$18,192,923, which figures show that this port has maintained its export volume and that, too, in the face of 100,000 bales cotton diminution in receipts as compared with previous year. Then, again, when you take into consideration the business developing daily at Newport News, the Chesapeake & Ohio terminus, our section of the country has more than maintained its previous record.

Your journal, it seems to me, would greatly enhance its usefulness if you would give each Atlantic and Gulf port its proper credit, which could be done at very little outlay in effort.

Trusting you will appreciate this communication in the kindly spirit in which it is tendered,

I remain, dear sirs, yours very truly,

NORMAN BELL.

Mr. Bell's vigilance in defense of Norfolk is praiseworthy, but he seems to us to give the remark quoted altogether too broad a signification. Even if it had been intended to embrace Norfolk among "the more southerly ports" alluded to, the fact that we said that "some" of these (not *all*, observe) lost heavily would be sufficient to cover exceptions like Norfolk. But in reality no reference to that port was intended, as the context of the paragraph from which the sentence quoted has been taken, will show. Our table merely gave the figures of the six prominent ports to which the most interest is supposed to attach—Baltimore, Philadelphia, New Orleans, Boston, New York and San Francisco—and it was to these, and to these alone, that allusion was had. After showing that the two Northern ports, New York and Boston, had maintained their percentages in the export trade, we went on to explain that the same was not true of most of the ports south of New York—having reference always to the ports given in our table—and cited Baltimore and New Orleans as cases where there was a heavy decrease. We are glad, however, to have Mr. Bell's letter, not only because it supplies us with figures not previously in our

possession, but also because it brings out the interesting fact that in a year of general crop deficiency Norfolk, notwithstanding the increasing pressure of neighboring competing ports, has sustained only a nominal loss in its export trade.

We agree with Mr. Bell that it would add to the usefulness of our statement if we could include in it all the Atlantic and Gulf ports. But at the moment this is not possible. In preparing our article we tried it, but were compelled to give up the idea. The figures available for this purpose are those given in the preliminary monthly returns issued by the Bureau of Statistics. By taking the aggregates of these we got the totals for the six principal ports as we gave them in our table. But these monthly returns of the Bureau's, unfortunately, are not uniform as to all the ports that they contain—that is, a particular port may be given one month and be omitted the next. This renders it impossible, with reference to that port, to make up the aggregate for the twelve months and to institute comparisons with previous years. Take Norfolk itself for illustration. Beginning the late fiscal year with July, 1881, we find the figures for that month without any difficulty; the very next month, however, we are estopped from going any further, for, though the Bureau's statement gives the particulars for no less than 40 different customs districts, Norfolk is not among them, the reason probably being that the figures of that port were so small in that month that it was deemed unnecessary to state them separately. But all the same it prevents us from getting at the year's totals for that port. The same is true of some other districts, and this constitutes the main reason for omitting to give all the Southern ports in detail. Another reason is, that as yet it is too early to get absolutely correct figures for each port, and the Bureau's detailed yearly statement will not be issued until full returns for the entire year have been received.

## Monetary and Commercial English News

### English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Aug. 18:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz. .... d	51 <sup>7</sup> <sub>8</sub>	51 <sup>15</sup> <sub>16</sub>	51^{15}_{16}	51^{15}_{16}	51^{15}_{16}	51^{15}_{16}
Consols for money ....	99 <sup>11</sup> <sub>16</sub>	99 <sup>5</sup> <sub>8</sub>	99^{5}_{8}	99^{5}_{8}	99^{5}_{8}	99^{5}_{8}
Consols for account ....	99 <sup>3</sup> <sub>8</sub>	99 <sup>4</sup> <sub>8</sub>	99^{4}_{8}	99^{4}_{8}	99^{4}_{8}	99^{4}_{8}
Fr'ch rentes (in Paris) fr.	82 <sup>37</sup> <sub>16</sub>	82 <sup>57</sup> <sub>16</sub>	82 <sup>55</sup> <sub>16</sub>	82 <sup>52</sup> <sub>16</sub>	82 <sup>52</sup> <sub>16</sub>	82 <sup>52</sup> <sub>16</sub>
U. S. 5s ext'd into 3 <sup>1</sup> <sub>2</sub> s	102 <sup>2</sup> <sub>8</sub>	102^{2}_{8}	102^{2}_{8}	102^{2}_{8}	102^{2}_{8}	102^{2}_{8}
U. S. 4 <sup>1</sup> <sub>2</sub> s of 1891. ....	116 <sup>8</sup> <sub>9</sub>	116 <sup>14</sup> <sub>9</sub>	116 <sup>14</sup> <sub>9</sub>	116 <sup>18</sup> <sub>9</sub>	117	117
U. S. 4s of 1907. ....	122	122	122	122	122	122
Erie, common stock....	41 <sup>1</sup> <sub>2</sub>	41	41 <sup>1</sup> <sub>2</sub>	41	40 <sup>4</sup> <sub>1</sub>	40 <sup>8</sup>
Illinois Central. ....	143 <sup>3</sup> <sub>4</sub>	141 <sup>14</sup> <sub>4</sub>	145	141 <sup>14</sup> <sub>4</sub>	140 <sup>12</sup> <sub>4</sub>	140 <sup>12</sup> <sub>4</sub>
Pennsylvania. ....	63 <sup>3</sup> <sub>8</sub>	63 <sup>12</sup> <sub>8</sub>	63 <sup>8</sup> <sub>8</sub>	63 <sup>12</sup> <sub>8</sub>	63 <sup>8</sup> <sub>8</sub>	63 <sup>8</sup> <sub>8</sub>
Philadelphia & Reading. ....	30 <sup>8</sup> <sub>8</sub>	30 <sup>14</sup> <sub>8</sub>	31	31 <sup>14</sup> <sub>8</sub>	31 <sup>8</sup> <sub>8</sub>	31 <sup>8</sup> <sub>8</sub>
New York Central. ....	139 <sup>4</sup> <sub>8</sub>	139 <sup>14</sup> <sub>8</sub>	139 <sup>14</sup> <sub>8</sub>	140	139 <sup>4</sup> <sub>8</sub>	139 <sup>4</sup> <sub>8</sub>

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)...100 lb.	13 0	13 0	13 0	13 0	13 0	13 0
Wheat, No. 1, wh. ....	9 5	9 3	9 2	9 1	9 0	8 9
Spring, No. 2. ....	9 8	9 8	9 8	9 8	9 7	9 7
Winter, West, n. ....	9 5	9 3	9 2	9 1	9 0	8 9
Cal. white. ....	9 8	9 8	9 8	9 8	9 7	9 7
Corn, mix., West. ....	7 5 <sup>1</sup> <sub>2</sub>	7 5 <sup>1</sup> <sub>2</sub>	7 5	7 4 <sup>1</sup> <sub>2</sub>	7 4 <sup>1</sup> <sub>2</sub>	7 4 <sup>1</sup> <sub>2</sub>
Pork, West, mess. ....	94 0	95 0	95 0	95 0	97 0	97 0
Bacon, long clear, new. ....	64 6	65 0	65 0	65 0	66 0	66 0
Beef, pr. mess. new, etc. ....	95 0	95 0	95 0	96 0	96 0	96 0
Lard, prime West. ....	62 6	62 6	62 6	62 6	61 6	61 9
Cheese, Am. choice, no. ....	57 0	57 6	58 0	58 0	58 0	58 0

## Commercial and Miscellaneous News.

**NATIONAL BANKS.**—The following national banks have lately been organized:

2,763—The Fort Dodge National Bank of Fort Dodge, Iowa. Authorized capital, \$50,000. J. C. Cheney, President; E. D. G. Morgan, Cashier.  
 2,764—The Chase County National Bank of Cottonwood Falls, Kansas. Authorized capital, \$50,000. A. S. Howard, President; W. H. Holisinger, Cashier.  
 2,765—The Ontario County National Bank of Canandaigua, N. Y. Authorized capital, \$50,000. Horatio W. Peckins, President; Frank W. Drury, Cashier.  
 2,766—The First National Bank of Villisca, Iowa. Authorized capital, \$50,000. W. S. Alger, President; H. H. McCartney, Cashier.

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$9,118,558, against \$9,498,712 the preceding week and \$10,738,473 two weeks previous. The exports for the week ended August 15 amounted to \$7,779,634, against \$8,472,071 last week and \$6,909,443 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Aug. 10, and for the week ending (for general merchandise) Aug. 11; also totals since the beginning of first week in January:

## THE CHRONICLE.

## [VOL. XXXV.]

### FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1880.	1881.	1882.
Dry goods ....	\$2,592,823	\$2,619,236	\$2,834,720	\$3,168,153
Gen'l mer'dise. ....	4,834,965	4,712,936	5,974,941	5,950,705
Total. ....	\$7,427,788	\$7,362,222	\$8,859,661	\$9,118,853
Since Jan. 1. ....				
Dry goods ....	\$51,984,165	\$51,601,313	\$63,490,873	\$83,614,940
Gen'l mer'dise. ....	137,442,769	229,767,489	193,906,256	229,113,446
Total 32 weeks	\$192,426,934	\$311,371,802	\$267,397,134	\$432,752,386

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending August 15, and from January 1 to date:

### EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1881.	1882.
For the week. ....	\$7,082,345	\$9,369,772	\$6,606,939	\$7,779,934
Prev. reported. ....	193,355,843	211,918,973	229,374,009	196,316,349
Total 32 weeks	\$200,438,188	\$251,318,745	\$235,980,948	\$201,096,283

The following table shows the exports and imports of specie at the port of New York for the week ending Aug. 12, and since Jan. 1, 1882:

### EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain. ....	\$29,310,499	.....	\$104,998	.....
France. ....	2,526,150	.....	401	.....
Germany. ....	83,160	.....	232	.....
West Indies. ....	6,088	.....	215,559	.....
Mexico. ....	130,000	.....	92,659	.....
South America. ....	1,295,918	.....	233,001	.....
All other countries. ....	.....	.....	16,797	.....
Total 1882. ....	.....	\$33,351,815	\$10,698	\$663,647
Total 1881. ....	.....	310,800	441,230	29,240,156
Total 1880. ....	21,261	2,124,502	1,658,716	4,511,591
<i>Silver.</i>				
Great Britain. ....	\$290,000	\$6,433,481	\$.....	\$26,279
France. ....	781,230	.....	1,027	.....
Germany. ....	48,500	.....	128,004	.....
West Indies. ....	.....	.....	3,635	\$84,669
Mexico. ....	.....	.....	490,285	.....
South America. ....	.....	.....	2,434	82,205
All other countries. ....	.....	812,021	.....	21,067
Total 1882. ....	.....	\$8,075,252	\$6,169	\$1,593,538
Total 1881. ....	130,000	6,781,725	30,977	1,818,448
Total 1880. ....	51,950	3,251,188	183,024	3,384,985

Of the above imports for the week in 1882, \$2,275 were American gold coin and \$4,853 American silver coin.

**St. Paul & Duluth.**—The *Philadelphia Press* says of this road: "The St. Paul & Duluth Railroad Company reports for June—Gross earnings of the road, \$89,605, an increase of \$15,445 over 1881, and receipts from sales of land and stumpage, \$436. For six months of 1882 to June 30 the gross earnings of the road were \$420,503, an increase of \$126,134 over 1881, or about 43 per cent, and the receipts from lands and stumpage and other sources were \$168,692. For improvements and additional equipment, \$224,436 was expended. For the six months the net income from all sources was \$166,972, which, added to the balance of \$175,634 income remaining at the close of 1881, made \$342,606, from which two dividends of 1 $\frac{1}{4}$  per cent each on the preferred stock were paid in March and June, amounting to \$179,382, and leaving a balance of realized net income of \$163,224 on June 30, at which time the balance of deferred income from unrealized sales of lands and stumpage was \$433,374 additional. On the 1st instant the company entered into possession of the Minneapolis & Duluth Railroad, extending thirteen miles from Minneapolis to White Bear, on the St. Paul & Duluth Road, thus securing a long-desired entrance into Minneapolis. By means of its branch roads and main track, extending each about thirteen miles east, west and south from White Bear, the company now has termini at the three important cities of Stillwater, Minneapolis & St. Paul. From White Bear the main track extends north one hundred and forty-three miles to Duluth. The company has also secured exclusive control of the Taylor's Falls & Lake Superior Railroad, extending twenty-one miles from Wyoming, on the St. Paul & Duluth Road, to Taylor's Falls, on the St. Croix River. A branch of sixteen miles from Rush City, on the St. Paul & Duluth Road, to Grantsburg, in Wisconsin, has been graded, and is to be completed by the company early next year. The branch of seven miles from Thomson to the extensive lumber mills at Knife Falls, on the St. Louis River, has been in successful operation for over a year.

Attention is called to the card of Messrs. Pearl & Co., bankers and brokers, of this city, in to-day's issue of the CHRONICLE. This house is of some years standing, and the firm is composed of active and energetic business men, who are favorably known in business circles. We understand the firm makes a specialty of Southern business.

The July dividend of the Homestake Mining Company—\$50,000—is payable on the 25th inst. at the office of the transfer agents, Lounsherry & Haggan, 18 Wall Street.

**Auction Sales.**—The following were sold at auction by Messrs. Adrian H. Muller & Son:

Shares.	Bonds.
1 Home Insurance ..... 150	\$2,000 State of Missouri (University) 6s, due 1892 ..... 116
17 N. Y. Fire Ins. Co. (ex-div.) 102	

# The Bankers' Gazette.

## DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Delaware & Round Brook (quar.).	1 1/4	Aug. 16	
<b>Miscellaneous.</b>			
Delaware Division Canal	\$1	On demand	

NEW YORK, FRIDAY, AUG. 18, 1882-5 P. M.

**The Money Market and Financial Situation.**—As the season advances, the condition of the money market naturally attracts more attention in financial circles. With the large demand which ought to come from the West and South for the purpose of moving their crops, it is highly probable that money will rule at 5@7 per cent in this city during the autumn months, and sometimes higher; but experience has proved that a healthy 6@7 per cent market, arising from natural causes, does not usually interfere with legitimate stock transactions. It was the extreme rates of 1/4 of 1 per cent a day, or more, together with the known possibility of manipulating the market, and the consequent uncertainty from day to day what one might be obliged to pay for money on stocks, which demoralized the average operator and frightened him out of the market; and we shall be much disappointed if the future does not prove that the extreme rates for money, and tampering with the bank reserves for speculative purposes, are things which belong to the past. The advance in the Bank of England rate to 4 per cent was expected a week or two ago, and the effect of it had been practically discounted.

In the stock market the situation has been somewhat peculiar, and the attitude of expectancy in regard to dividends on several prominent stocks has kept the Street in suspense. At this time of year too much water-melon is usually the source of trouble, but in the present instance there has been too little, and neither in Omaha, Northwest or Northern Pacific has the long expected melon yet been distributed. The Northern Pacific directors adjourned a month without broaching the subject at all; and at Saratoga the chief executive officers of the Chicago & Northwestern were to meet Mr. Vanderbilt today (Friday) and discuss the subject of a stock dividend, and also, as reported, the question of a lease of the St. Paul & Omaha road. Up to the close of business nothing definite had been heard as to the result, although later dispatches may be received in the evening. We have pointed out very clearly that the Chicago & Northwestern road was earning more than double the amount paid as dividends on its present stock, and that the company has a nominal surplus of over \$31,000,000 on its books, so that, according to the usual methods of railroad financing, the period for a stock distribution seems to have arrived. As to the general policy of making these large stock distributions at all, the question is open, and many incline to the opinion that they are unfair as a matter of fact, and damaging in principle. The unfairness consists in paying to stockholders in 1882, for instance, the surplus which accumulated for a number of years and properly belonged to the stockholders of those years; while the injury in principle is in the tendency to promote kite-flying in corporate management, instead of conservatism, as shown by the payment of large dividends on stock in one year and a failure to earn regular obligations the next.

The call loan market has been irregular, and on Tuesday rates were bid up to 7 & 8 per cent for a short time, while the extreme rate on stock collaterals has been as low as 3 per cent. Money is worth more, no doubt, and 4@5 per cent is a fair quotation for loans to stock borrowers, while government bond dealers pay 2 1/2 to 3 per cent. Prime commercial paper of two to four months sells at 5 1/2 to 6 per cent.

The Bank of England statement on Thursday showed a decrease of £288,000 in specie for the week, and the percentage of reserve to liabilities was 37%, against 36 5-16 last week; the discount rate was advanced to 4 per cent from 3 per cent, at which it had stood since March 23. The Bank of France gained 3,075,000 francs gold and lost 3,400,000 francs silver.

The New York City Clearing-House banks in their statement of Aug. 12 showed an increase of \$1,147,875 in their surplus reserves, the total surplus being \$3,832,300, against \$2,684,425 on Aug. 5.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1882. Aug. 12.	Differences from previous week.	1881. Aug. 13.	1880. Aug. 14.
Loans and dis. Specie.....	\$336,916,200	Incl. \$1,591,600	\$351,024,700	\$306,491,800
Circulation.....	60,105,100	Incl. 1,741,600	71,811,100	63,320,900
Net deposits.....	18,294,100	Dec. 55,800	19,486,000	19,381,600
Legal tenders.....	322,141,600	Incl. 2,057,700	342,722,400	298,691,600
Legal reserve.....	\$30,535,400	Incl. \$14,435	\$35,630,600	\$74,672,900
Reserve held.....	84,367,700	Incl. 1,662,300	87,768,100	84,612,900
<b>Surplus.....</b>	<b>\$3,832,300</b>	<b>Incl. \$1,147,875</b>	<b>\$2,087,500</b>	<b>\$9,970,000</b>

**United States Bonds.**—There has not been much activity in government bonds. No precise statement has yet been issued at Washington of the amount of 3 1/2 per cents offered for exchange into new 3 per cents, but it is reported that of the \$417,000,000 3 1/2 per cents outstanding on the 1st of August about \$150,000,000 have already been surrendered by the banks alone, and it is expected that about \$30,000,000 more will be put in by the banks before next week, when definite information is expected.

The closing prices at the N. Y. Board have been as follows:

Interest Periods.	Aug. 12.	Aug. 14.	Aug. 15.	Aug. 16.	Aug. 17.	Aug. 18.
6s, continued at 3 1/2.	J. & J.	101 1/4	101 1/4	101 1/4	101 1/4	101 1/4
5s, continued at 3 1/2.	Q. Feb.	101 1/8	101 1/8	101 1/8	101 1/8	101 1/8
4 1/2s, 1891.....	Q. Mar.	113 3/8	113 3/8	113 3/8	113 3/8	113 3/8
4 1/2s, 1891.....	coupl.	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
4s, 1907.....	Q. Jan.	119 3/8	119 3/8	119 3/8	119 3/8	119 3/8
4s, 1907.....	coupl.	119 3/8	119 3/8	119 3/8	119 3/8	119 3/8
6s, cur'ry, 1895.....	reg. J. & J.	130	130	130	130	130
6s, cur'ry, 1896.....	reg. J. & J.	130	130	130	130	130
6s, cur'ry, 1897.....	reg. J. & J.	130	130	130	130	130
6s, cur'ry, 1898.....	reg. J. & J.	130	130	130	130	130
6s, cur'ry, 1899.....	reg. J. & J.	130	130	130	130	130

\* This is the price bid at the morning board; no *sale* was made.

**State and Railroad Bonds.**—The Tennessees have sold in moderate lots at the Board, and the new compromise bonds brought 68 yesterday, with the old bonds selling to-day at 55 1/4@55 1/2.

Railroad bonds have not been active, with prices rather irregular, some of the speculative bonds having been higher and others lower than last week, while the tendency of all investment bonds is towards very firm prices.

**Railroad and Miscellaneous Stocks.**—In the absence of a great many brokers and operators from the city, and with a good deal of interest hanging on certain corporate transactions, we have had this week rather an odd market. It was difficult from day to day to say what course prices were likely to take next. The crop prospects, that are so much harped upon, are probably better as the season advances without disaster, for each week of first-rate weather now goes far in helping corn and cotton, and in securing the wheat crop, though some reports are made of damage to the harvest by rains. Upon the whole, taking all the country together, we should hardly expect to see as heavy a yield of corn, cotton and wheat as we had in the famous year 1880; but that year was exceptional.

As noted above, the chief interest of the market has centred in the movement of particular stocks, and these have more or less influenced the whole list. The Northern Pacific stocks have fallen off somewhat since the directors omitted to do anything about a dividend on the preferred; the claim for dividends on that stock may be better than on many others, as it stands in place of the original 7-30 mortgage bonds with nine years' of unpaid interest; the common stock was a clear gift and cost the original takers next to nothing. Up to the hour of writing, no news has come from Saratoga as to the action, if any, taken by the Chicago & Northwestern officers regarding a scrip dividend, or a lease of the Chicago St. Paul Minneapolis & Omaha road, which has been so much talked about. The main facts known about these matters are, first, that the Chicago & Northwestern has a large surplus and earnings sufficient to pay dividends on twice the present amount of stock; and, secondly, that some of the directors of the Omaha road are interested in the Northwestern, and, according to reports, have offered to sell or to lease to the latter company. Delaware Lackawanna & Western was conspicuous in the advance early in the week, but closes back at 14 1/4. There is also the rumor of large earnings and a scrip dividend by this company, but no facts are given out. At the close to-day the tone was rather weak and most of the list was lower.

The following is a comparative statement of earnings and expenses of the Union Pacific Railway Company for the first six months of 1882, from Mr. Gould's organ, the *New York World*,—information is not given to other newspapers.

	Earnings.	Expenses.	Surplus.
1882.....	\$13,769,491	\$7,779,845	\$5,998,646
1881.....	12,867,636	7,606,781	5,260,855

Increase..... \$901,855 \$173,064 \$728,790

Percentage of expenses six months, 1882, 56 50-100.

**Exchange.**—The supply of commercial bills is not large enough to meet the demand for exchange, and rates are firmer. The advance in the Bank of England rate also stiffened the price of demand bills. To-day, on actual transactions, the rates for prime bankers' 60 days sterling were about 4 85/8 and for demand 4 89/8, with cable transfers 4 90/4. The actual rates for Continental bills are as follows: Francs 5 19/32@5 18/4 and 5 15; Marks 94 1/2 and 95 1/2; and Guilders 40 and 40 1/4.

For domestic bills New York exchange was quoted to-day as follows at the places named: Savannah, buying, par, selling, 1 1/2@1 1/4 premium; Charleston, buying par, selling, 1 1/2@1 1/4 premium; New Orleans commercial, 50@100 premium; bank, 250 premium; St. Louis, par; Chicago, 25 discount to par; Boston, 30@35 discount.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

August 18.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 85 1/2@4 86	4 88 1/2@4 90
Princ. commercial.....	4 84 1/2@4 84 3/4	4 77 1/2@4 88 1/2
Documentary commercial.....	4 83 1/2@4 84 1/4	4 87 1/2@4 88
Paris (francs).....	5 19 3/4@5 16 7/8	5 15 1/2@5 13 1/4
Amsterdam (guilders).....	39 15 1/2@40 1/16	40 1/2@40 3/4
Frankfort or Bremen (reichsmarks).....	9 4 1/2@9 5	9 5 1/2@9 5 1/4

**Coins.**—The following are quotations in gold for various coins

Sovereigns.....	\$4 84 1/2@4 83 1/2	Silver 1/4 and 1/8.	—99 1/2@—99 1/4 par.
Napoleons.....	3 84 1/2@3 83 1/2	Five francs.....	—93 1/2@—95
X Reichsmarks.....	4 74 1/2@4 73 1/2	Mexican dollars.....	—88 1/2@—89 1/2
X Guilders.....	3 96 1/2@4 00	Do uncomm'r'l.....	—87 1/2@—88 1/4
Span'ish Doubloons.....	15 55 1/2@15 70	English silver.....	4 77 1/2@4 85
Mex. Doubloons.....	15 45 1/2@15 60	Prus. silv. thalers.....	—68 1/2@—70
Fine silver bars.....	1 13 7/8@1 14 1/8	U. S. trade dollars.....	—99 1/2@—99 1/4 par.
Fine gold bars.....	par@4 prem.	U. S. silver dollars.....	—99 1/2@—99 1/4 par.
Dimes & 1/2 dimes.....	90 5/8@ par		

## RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1, 1882.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week, Shares.	Range Since Jan. 1, 1882.		For Full Year 1881.	
	Saturday, Aug. 12.	Monday, Aug. 14.	Tuesday, Aug. 15.	Wednesday, Aug. 16.	Thursday, Aug. 17.	Friday, Aug. 18.		Lowest.	Highest.	Low.	High.
<b>RAILROADS.</b>											
Albany & Susquehanna.								130	Jan. 6	135	Mar. 21
Atchison Topeka & Santa Fe.								84	June 10	95	July 17
Boston & Albany Air-Line pref.								400	80	794	Aug. 28
Bethelton Cedar Rap. & No.								67	Jan. 18	72	Feb. 27
Canada Southern.								19,140	44	Feb. 23	65
Cedar Falls & Minnesota.								15	Feb. 18	30	July 24
Central Iowa.								27	July 19	37	Jan. 4
Central of New Jersey.	78 <sup>1</sup> / <sub>2</sub>	79 <sup>1</sup> / <sub>2</sub>	78 <sup>1</sup> / <sub>2</sub>	79 <sup>1</sup> / <sub>2</sub>	79 <sup>1</sup> / <sub>2</sub>	79 <sup>1</sup> / <sub>2</sub>	19,140	130	Jan. 6	135	Mar. 21
Central Pacific.	93 <sup>2</sup> / <sub>3</sub>	94 <sup>1</sup> / <sub>2</sub>	93 <sup>2</sup> / <sub>3</sub>	94 <sup>1</sup> / <sub>2</sub>	93 <sup>2</sup> / <sub>3</sub>	94 <sup>1</sup> / <sub>2</sub>		400	80	794	Aug. 28
Chesapeake & Ohio.	25 <sup>1</sup> / <sub>2</sub>	25	25	25	24 <sup>1</sup> / <sub>2</sub>	24 <sup>1</sup> / <sub>2</sub>		19,140	44	Feb. 23	65
Do 1 <sup>st</sup> pref.								15	Feb. 18	30	July 24
Do 2 <sup>d</sup> pref.								27	July 19	37	Jan. 4
Chicago & Alton.	141 <sup>1</sup> / <sub>2</sub>	141 <sup>1</sup> / <sub>2</sub>	145	145	145	145		140	140	720	175
Chicago Burlington & Quincy.	137 <sup>1</sup> / <sub>2</sub>	137 <sup>1</sup> / <sub>2</sub>	137 <sup>1</sup> / <sub>2</sub>	137 <sup>1</sup> / <sub>2</sub>	137 <sup>1</sup> / <sub>2</sub>	137 <sup>1</sup> / <sub>2</sub>		10,138	127	July 5	141
Chicago Milwaukee & St. Paul.	137 <sup>1</sup> / <sub>2</sub>	123 <sup>1</sup> / <sub>2</sub>	124 <sup>1</sup> / <sub>2</sub>	123 <sup>1</sup> / <sub>2</sub>	124 <sup>1</sup> / <sub>2</sub>	124 <sup>1</sup> / <sub>2</sub>		43,702	104	Jan. 4	125
Chicago & North Western.	144 <sup>1</sup> / <sub>2</sub>	145 <sup>1</sup> / <sub>2</sub>	145	145	146	146		137	137	5,800	118
Do 1 <sup>st</sup> pref.								42,987	124	Jan. 4	150
Chicago Rock Isl. & Pacific.	166	166	174	170	173 <sup>1</sup> / <sub>2</sub>	173 <sup>1</sup> / <sub>2</sub>		169	169	11,257	136
Chicago St. L. & New Orleans.	138 <sup>1</sup> / <sub>2</sub>	139 <sup>1</sup> / <sub>2</sub>	138 <sup>1</sup> / <sub>2</sub>	139 <sup>1</sup> / <sub>2</sub>	138 <sup>1</sup> / <sub>2</sub>	139 <sup>1</sup> / <sub>2</sub>		13,115	125	Apr. 18	140
Chicago St. Paul Minn. & Om.	110 <sup>1</sup> / <sub>2</sub>	110 <sup>1</sup> / <sub>2</sub>	111 <sup>1</sup> / <sub>2</sub>	111^{1}/_{2}	111^{1}/_{2}	111^{1}/_{2}		100	63	Mar. 8	84
Cincinnati Sandusky & Clev.	55	55						200	20	113	109
Cleveland Col. Ind. & Ind.								1,750	6	June 29	104
Cleveland & Pittsburg guar.								100	63	Mar. 8	84
Columbus & Greenville pref.								100	63	Mar. 8	84
Columbus Chic. & Ind. Central.	13	13 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	14^{1}/_{2}	14^{1}/_{2}	14^{1}/_{2}		104,778	116	Apr. 24	150
Delaware Lackawanna & West.	143 <sup>1</sup> / <sub>2</sub>	144 <sup>1</sup> / <sub>2</sub>	144 <sup>1</sup> / <sub>2</sub>	145	147	149		136	136	52	Mar. 14
Denver & Rio Grande.	60 <sup>2</sup> / <sub>3</sub>	60 <sup>2</sup> / <sub>3</sub>	61 <sup>1</sup> / <sub>2</sub>	61^{1}/_{2}	61^{1}/_{2}	61^{1}/_{2}		7,325	100	74	Jan. 20
Dubuque & Sioux City.	92	95	95	95				320	82	Apr. 15	96
East Tennessee Va. & Ga.	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>		6,245	8	June 12	16
Elkhorn & Milwaukee pref.	19 <sup>1</sup> / <sub>2</sub>	19 <sup>1</sup> / <sub>2</sub>	20	20	19 <sup>1</sup> / <sub>2</sub>	19 <sup>1</sup> / <sub>2</sub>		1,100	200	139	133
Green Bay Win. & St. Paul.	86 <sup>1</sup> / <sub>2</sub>	86 <sup>1</sup> / <sub>2</sub>	87	87	87	87		200	8	Feb. 15	200
Hannibal & St. Joseph.	94 <sup>1</sup> / <sub>2</sub>	95	95	96	96	95		90	90	110	114
Do 1 <sup>st</sup> pref.								2,600	76	Mar. 2	94
Houston & Texas Central.	87	87						100	61	Mar. 11	92
Illinois Central.	133	141 <sup>1</sup> / <sub>2</sub>	138 <sup>1</sup> / <sub>2</sub>	138 <sup>1</sup> / <sub>2</sub>	137 <sup>1</sup> / <sub>2</sub>	137 <sup>1</sup> / <sub>2</sub>		5,610	127	Jan. 4	143
Indiana Bloom'n & West, new	49 <sup>1</sup> / <sub>2</sub>	49 <sup>1</sup> / <sub>2</sub>	49 <sup>1</sup> / <sub>2</sub>	49 <sup>1</sup> / <sub>2</sub>	49 <sup>1</sup> / <sub>2</sub>	49 <sup>1</sup> / <sub>2</sub>		2,000	36	Mar. 8	84
Kentucky & Des Moines.	14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>		100	12	June 17	19
Lake Erie & Western.	114 <sup>1</sup> / <sub>2</sub>	115 <sup>1</sup> / <sub>2</sub>	115 <sup>1</sup> / <sub>2</sub>	116 <sup>1</sup> / <sub>2</sub>	117 <sup>1</sup> / <sub>2</sub>	117 <sup>1</sup> / <sub>2</sub>		77,490	98	June 6	120
Lake Shore.	58 <sup>1</sup> / <sub>2</sub>	58 <sup>1</sup> / <sub>2</sub>	58	58	58	58		1,166	49	Feb. 24	60
Long Island.								1,166	49	Feb. 24	60
Louisiana & Missouri River.								147 <sup>1</sup> / <sub>2</sub>	26	Mar. 30	18
Louisville & Nashville.								100,200	6	June 10	100
Louisville New Albany & Chic.								800	57	June 5	77
Manhattan Beach Co.	89 <sup>1</sup> / <sub>2</sub>	90	90	90	89	89		100	82	Jan. 14	91
Marietta & Cincinnati 1 <sup>st</sup> pref.	25 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	26	26		5,610	19	Aug. 2	37
Do 2 <sup>d</sup> pref.								8,400	8	Aug. 21	38
Memphis & Charleston.	57 <sup>1</sup> / <sub>2</sub>	57	57	58	59 <sup>1</sup> / <sub>2</sub>	59		17,772	44	June 3	82
Metropolitan Elevated.	85 <sup>1</sup> / <sub>2</sub>	85 <sup>1</sup> / <sub>2</sub>	84 <sup>1</sup> / <sub>2</sub>	83 <sup>1</sup> / <sub>2</sub>	83 <sup>1</sup> / <sub>2</sub>	83 <sup>1</sup> / <sub>2</sub>		110	81	July 6	92
Michigan Central.	99 <sup>1</sup> / <sub>2</sub>	100	101	100	100 <sup>1</sup> / <sub>2</sub>	100 <sup>1</sup> / <sub>2</sub>		15,830	77	Apr. 18	101
Milwaukee L. Sh. & West, pref.	56 <sup>1</sup> / <sub>2</sub>	56 <sup>1</sup> / <sub>2</sub>	56 <sup>1</sup> / <sub>2</sub>	57 <sup>1</sup> / <sub>2</sub>	57 <sup>1</sup> / <sub>2</sub>	57 <sup>1</sup> / <sub>2</sub>		2,500	41	Mar. 11	58
Minneapolis & St. Louis.	32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub>	33	33	33 <sup>1</sup> / <sub>2</sub>	34 <sup>1</sup> / <sub>2</sub>		15,637	19	Mar. 6	35
Missouri Kansas & Texas.	39 <sup>1</sup> / <sub>2</sub>	40 <sup>1</sup> / <sub>2</sub>	40 <sup>1</sup> / <sub>2</sub>	40 <sup>1</sup> / <sub>2</sub>	39 <sup>1</sup> / <sub>2</sub>	39 <sup>1</sup> / <sub>2</sub>		2,700	50	Feb. 25	72
Missouri Pacific.	106 <sup>1</sup> / <sub>2</sub>	107 <sup>1</sup> / <sub>2</sub>	107 <sup>1</sup> / <sub>2</sub>	107 <sup>1</sup> / <sub>2</sub>	107 <sup>1</sup> / <sub>2</sub>	107 <sup>1</sup> / <sub>2</sub>		2,700	50	Feb. 25	72
Mobile & Ohio.	22 <sup>1</sup> / <sub>2</sub>	23	23	23	23 <sup>1</sup> / <sub>2</sub>	23 <sup>1</sup> / <sub>2</sub>		2,100	21	July 22	34
Morris & Essex.	126 <sup>1</sup> / <sub>2</sub>	128 <sup>1</sup> / <sub>2</sub>	127 <sup>1</sup> / <sub>2</sub>	127^{1}/_{2}	127^{1}/_{2}	127^{1}/_{2}		305	119	Mar. 13	128
Nashville Chattanooga & St. L.	64 <sup>1</sup> / <sub>2</sub>	64 <sup>1</sup> / <sub>2</sub>	64 <sup>1</sup> / <sub>2</sub>	64 <sup>1</sup> / <sub>2</sub>	64 <sup>1</sup> / <sub>2</sub>	64 <sup>1</sup> / <sub>2</sub>		65	4,000	57	Jan. 14
New York Central & Hudson.	136 <sup>1</sup> / <sub>2</sub>	136 <sup>1</sup> / <sub>2</sub>	136 <sup>1</sup> / <sub>2</sub>	136 <sup>1</sup> / <sub>2</sub>	136 <sup>1</sup> / <sub>2</sub>	136 <sup>1</sup> / <sub>2</sub>		15,522	123	May 1	138
New York City & St. Louis.	15 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub>		8,721	105	May 25	167
New York Elevated.	33 <sup>1</sup> / <sub>2</sub>	34	33 <sup>1</sup> / <sub>2</sub>	34	33 <sup>1</sup> / <sub>2</sub>	34		6,845	27	May 27	37
New York Lake Erie & West.	39 <sup>1</sup> / <sub>2</sub>	40 <sup>1</sup> / <sub>2</sub>	40 <sup>1</sup> / <sub>2</sub>	40 <sup>1</sup> / <sub>2</sub>	39 <sup>1</sup> / <sub>2</sub>	39 <sup>1</sup> / <sub>2</sub>		200	100	May 15	109
New York New Haven & Hart.	80 <sup>1</sup> / <sub>2</sub>	80 <sup>1</sup> / <sub>2</sub>	80 <sup>1</sup> / <sub>2</sub>	80 <sup>1</sup> / <sub>2</sub>	80 <sup>1</sup> / <sub>2</sub>	80 <sup>1</sup> / <sub>2</sub>		200	100	May 15	109
New York Ontario & Western.	26 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>	26 <sup>1</sup> / <sub>2</sub>		2,550	44	Mar. 8	84
Norfolk & Western pref.	50 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub>		2,550	44	Mar. 8	84
Ohio Central.	17 <sup>1</sup> / <sub>2</sub>	18	18 <sup>1</sup> / <sub>2</sub>	18 <sup>1</sup> / <sub>2</sub>	17 <sup>1</sup> / <sub>2</sub>	17 <sup>1</sup> / <sub>2</sub>		2,350	11	Aug. 21	37
Ohio & Mississippi.	38 <sup>1</sup> / <sub>2</sub>	39	39 <sup>1</sup> / <sub>2</sub>	38	37 <sup>1</sup> / <sub>2</sub>	38		300	100	Feb. 17	181
Ohio Southern.	91 <sup>1</sup> / <sub>2</sub>	91 <sup>1</sup> / <sub>2</sub>	92 <sup>1</sup> / <sub>2</sub>	93 <sup>1</sup> / <sub>2</sub>	91 <sup>1</sup> / <sub>2</sub>	92 <sup>1</sup> / <sub>2</sub>		90 <sup>1</sup> / <sub>2</sub>	92	June 5	104
Oregon & Trans-Continental.	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>		52,706	60	Jan. 30	95
Panama Trust Co. certificated.	58 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub>		155	60	Jan. 30	94
Pearl Decatur & Evansville.	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>		2,445	25	June 29	204
Philadelphia & Reading.	58 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub>	60 <sup>1</sup> / <sub>2</sub>	60 <sup>1</sup> / <sub>2</sub>	61 <sup>1</sup> / <sub>2</sub>	61 <sup>1</sup> / <sub>2</sub>		52,500	52	Mar. 11	67
Pittsburg F. Wayne & Chic.	134 <sup>1</sup> / <sub>2</sub>	134 <sup>1</sup> / <sub>2</sub>	136	136	130	130		234	130	June 27	138
Rensselaer & Saratoga.	23	23						130	130	July 20	140
Richmond & Danville.	121 <sup>1</sup> / <sub>2</sub>	120 <sup>1</sup> / <sub>2</sub>	121 <sup>1</sup> / <sub>2</sub>	121 <sup>1</sup> / <sub>2</sub>	120 <sup>1</sup> / <sub>2</sub>	120 <sup>1</sup> / <sub>2</sub>		1,005	93	July 5	120
Richmond & West Point.	64 <sup>1</sup> / <sub>2</sub>	65 <sup>1</sup> / <sub>2</sub>	65 <sup>1</sup> / <sub>2</sub>	65 <sup>1</sup> / <sub>2</sub>	64 <sup>1</sup> / <sub>2</sub>	64 <sup>1</sup> / <sub>2</sub>		8,810	147	Mar. 12	202
Rochester & Pittsburg.	27 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub>		77,150	27	June 9	93
Rome Waterertown & Ogdensburg.								200	100	Jan. 30	95
St. Louis Alton & Terre Haute.	40 <sup>1</sup> / <sub>2</sub>	40 <sup>1</sup> / <sub>2</sub>	42	42	42	42		500	40	Aug. 16	39
St. Louis & San Francisco.	41 <sup>1</sup> / <sub>2</sub>	41 <sup>1</sup> / <sub>2</sub>	42	42	41 <sup>1</sup> / <sub>2</sub>	42 <sup>1</sup> / <sub>2</sub>		500	40	Aug. 16	39
Do 1 <sup>st</sup> pref.								500	40	Aug. 16	39
St. Paul Minnep. & Manawa.	98 <sup>1</sup> / <sub>2</sub>	98 <sup>1</sup> / <sub>2</sub>	98 <sup>1</sup> / <sub>2</sub>	98 <sup>1</sup> / <sub>2</sub>	98 <sup>1</sup> / <sub>2</sub>	98 <sup>1</sup> / <sub>2</sub>		4,000	24	July 23	33
Texas & Pacific.	50 <sup>1</sup> / <sub>2</sub>	51 <sup>1</sup> / <sub>2</sub>	51 <sup>1</sup> / <sub>2</sub>	51 <sup>1</sup> / <sub>2</sub>	51 <sup>1</sup> / <sub>2</sub>	51 <sup>1</sup> / <sub>2</sub>		4,000	24	July 23	33
Toledo Delphos & Burlington.	16 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub>		400	10 <sup>1</sup> / <sub>2</sub>	Jan. 15	21
Upion Pacific.	117 <sup>1</sup> / <sub>2</sub>	117 <sup>1</sup> / <sub>2</sub>	117 <sup>1</sup> / <sub>2</sub>	117 <sup>1</sup> / <sub>2</sub>	117 <sup>1</sup> / <sub>2</sub>	117 <sup>1</sup> / <sub>2</sub>		39,760	106	June 10	119
Virginia Midland.	53	53						500	43	Mar. 22	62
Wabash St. Louis & Pacific.	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>		27,093	23	June 10	39
Do 1 <sup>st</sup> pref.								44,960	45 <sup>1</sup> /<		

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.  
STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama— Class A, 3 to 5, 1906..	81	—	Michigan— 6s, 1883..	—	—	N. Carolina— 6s, old, A. & O.	20	—	South Carolina— 6s, Act Mar. 23, 1869..	—	—
Class A, 3 to 5, small..	82 <sup>1</sup>	85	7s, 1890..	—	—	No. Carolina RR, J. & J.	151	—	non-fundable, 1888..	6 <sup>1</sup>	8
Class B, 1906..	97	101	Missouri— 6s, due 1892 or 1883..	100	—	Do A. & O.	151	—	Brown consol's, 6s, 1893..	100 <sup>1</sup>	56 <sup>1</sup>
Class C, 48, 1906..	80	—	6s, due 1880..	105 <sup>1</sup>	—	Do coup. of, J. & J.	105	—	Tennessee—6s, old, 1892-8..	55 <sup>1</sup>	56 <sup>1</sup>
6s, 10-20s, 1906..	—	—	6s, due 1887..	107 <sup>1</sup>	—	Do consol. G.M.A. & O.	105	—	6s, new, 1892-8-1910..	55 <sup>1</sup>	56 <sup>1</sup>
Arkansas— 6s, funded, 1899-1900..	30	36	6s, due 1888..	108	—	Funding act, 1886-1900..	3	—	C'mp'nl. 3-4-6s, 1912..	6 <sup>1</sup>	65 <sup>1</sup>
7s, L. Rock & Ft. S. Iss..	27	—	6s, due 1889 or 1890..	110	—	Do, 1888-1898..	18	—	Virginia—6s, old..	—	35
Memph. & L. Rock RR..	35	—	Asyl'm or Univ., due '92..	117	—	New bonds, J. & J..	12-28	—	6s, new, 1866..	—	35
7s, L. R. P. & N. O. RR..	25	—	Funding 1894-95..	—	Do A. & O..	18	—	6s, new, 1867..	—	35	
7s, Miss. O. R. R. RR..	25	—	Hannibal & St. Jo., '86..	107	—	Chatham RR..	5	—	6s, ex-matured coupon..	—	—
7s, Arkansas Cent. RR..	12	15	Do, do, '87..	108	—	Special tax, class 1, '98-9..	7 <sup>1</sup>	8 <sup>1</sup>	6s, consol. bonds..	—	—
Conn. & L., 1883-4..	102	—	Do, class 2..	7 <sup>1</sup>	8 <sup>1</sup>	6s, consol. 2d series..	—	—	6s, consol., 2d series..	—	—
Georgia—6s, 1886..	104	—	Do, class 3..	7 <sup>1</sup>	8 <sup>1</sup>	Consl. 4s, 1910..	78	80	Do small..	12	14
7s, miss., 1886..	106	—	—	—	—	—	—	Do registered..	—	—	
7s, endorsed, 1886..	106	—	—	—	—	—	—	—	—	—	
7s, gold, 1890..	114	—	—	—	—	—	—	—	—	—	
Louisiana— 7s, consol., 1914..	69	69 <sup>1</sup>	6s, loan, 1893..	—	—	—	—	—	—	—	
7s, small..	65	—	—	—	—	—	—	—	—	—	

## RAILROAD BONDS.

## Railroad Bonds.

## (Stock Exchange Prices.)

Ala. Central—1st, 6s, 1918..	100<sup>1</sup>	103	Del. & H.—Contin'd— Alb. & Susq.—1st, 7s..	107<sup>1</sup>	—	Minn. & St. L.—1st, 7s, 1927..	114<sup>1</sup>	115<sup>1</sup>	Bachm. & Danv.—Cont.— Atl. & Ch.—1st, p. 7s, 197..	—	—
Alleg'y. Cen.—1st, 6s, 1922..	100<sup>1</sup>	104	1st, cons., guar., 7s, 1906..	125<sup>1</sup>	—	Iowa Ext.—1st, 7s, 1909..	113<sup>1</sup>	113	Scioto Val.—1st, cons., 7s..	95	97<sup>1</sup>
Atch. T. & S. Fe.—4<sup>1</sup>2, 1920..	99	—	Rens. & Sar.—1st, coup..	102	—	St. L. & Iron Mt.—1st, 7s..	114	—	St. L. & Iron Mt.—1st, 7s..	108	—
Atl. & Pac.—1st, 6s, 1910..	99	—	1st, reg., 1921..	—	Missouri Kan. & Tex.— Gen. con., 6s..	—	—	Arkansas Br.—1st..	108	—	
Balt. & O.—1st, 6s, Prk. Br..	64<sup>1</sup>	55<sup>1</sup>	1st, cons., 1910..	99	—	1st, cons., 7s, 1901-5..	108<sup>1</sup>	—	Cairo Fulton—1st..	108<sup>1</sup>	—
Boat. Hartf. & E.—1st, 7s..	—	—	Land grant 3<sup>1</sup>2, S. A..	115	—	1st, cons., 7s, 1901-5..	108<sup>1</sup>	—	Cairo Ark. & T.—1st..	108<sup>1</sup>	—
Guaranteed—1st, 6s..	102	103	1st, cons., 5s, 1930..	73	75	Mobile & Ohio—New, 6s..	108	—	Gen. & Ry. & T., 5s, 1931..	81	82
Illino. & C. Ry.—1st, 6s..	103	—	Divisional 5s, 1930..	91	—	Collat. Trust, 6s, 1892..	108	—	2d, pref., 7s, 1894..	103	110
Illino. & C. Ry.—1st, 6s..	103	—	Eliz. C. & N.—S., deb., 6s..	97	—	Morgan's La. & T.—1st, 6s..	108	—	Belleville & S. Ill.—1st, 7s..	123	—
Illino. & C. Ry.—1st, 6s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	Nash. Chat. & St. L.—1st, 7s..	114	115	St. P. Minn. & Man.—1st, 7s..	108	—
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, reg., 1901..	102<sup>1</sup>	—	2d, 6s, 1909..	112	—
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	Y. Central—6s, 1883..	102<sup>1</sup>	—	Dakota Ext.—6s, 1910..	109	—
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	6s, 1881..	102<sup>1</sup>	—	So. Cal. & Dul.—1st, 5s, 1931..	81	82
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	6s, 1881..	102<sup>1</sup>	—	So. Cal. & Dul.—1st, 6s, 1920..	90	95
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	6s, 1891..	102<sup>1</sup>	—	Tex. Cen.—1st, 6s, 1909..	107	—
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	6s, 1891..	102<sup>1</sup>	—	Tol. & Bur.—Main, 6s..	82	—
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	6s, 1901..	102<sup>1</sup>	—	1st, Dayt. Div., 6s, 1910..	—	—
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	1st, Ter'l. trust, 6s, 1910..	—	—
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	Wab. St. L. & P.—Gen., 6s..	84	84	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910..	—	—	Wab. St. L. & P.—Gen., 6s..	84	84
Illino. & C. & W.—1st, 7s..	103	—	Eliz. C. & N.—S., deb., 6s..	96	99	1st, Ter'l. trust, 6s, 1910					

### New York Local Securities.

### **Bank Stock List.**

**Insurance Stock List.**  
Annotations by E. S. BAILEY, Broker,  
No. 7 Pine Street.]

COMPANIES.		PRICE.		COMPANIES.		PRICE.	
Marked thus (*) are not National.	Par.	Bid.	Ask.	Par.	Bid.	Ask.	
America	100	100	100	American	50	150	155
Am. Exchange	100	130	130	American Exchange	100	105	110
Bowery	100	100	100	Bowery	25	200	210
Broadway	25	25	25	Broadway	25	182	185
Burchers' & Drov'rs	25	25	25	Bryklyn	17	150	195
Centre	100	12	12	Citizen	70	117	125
Chase	100	180	180	City	100	130	140
Chatham	25	25	25	Clinton	30	50	50
Chemical	100	50	50	Columbia	50	103	107
Citizens	25	25	25	Commercial	100	200	243
City	100	100	100	Continental	40	220	240
Commerce	100	151	152	Empire City	100	80	85
Continental	100	100	100	Exchange	30	90	100
Corn Exchange	100	100	100	Farragut	50	120	125
East River	25	25	25	Firemen's	17	80	90
Eleventh Ward	25	25	25	Firemen's Trust	100	110	114
Fifth	100	100	100	Franklin & Emp.	100	194	200
Fourth Avenue	100	100	100	German-American	50	145	150
First	100	100	100	Globe	50	110	120
Fourth	100	122½	123	Greenwich	25	250	280
Fulton	30	30	30	Guardian	100	63	70
Gallatin	50	50	50	Hampton	50	150	155
German American	75	75	75	Hawver	50	145	150
German Exchange	100	100	100	Hoffman	30	75	80
Germany	100	100	100	Home	100	143	150
Greenwich	25	25	25	Howard	50	85	90
Hanover	100	133	133	Importers' & Tr'drs	100	70	70
Imp. and Traders	100	100	100	Irving	30	55	60
Irving	50	50	50	Jefferson	30	140	145
Elephant City	50	50	50	Kings County (Brooklyn)	50	100	105
Leather Manuf'rs	100	100	100	Knickerbocker	40	83	87
Manhattan	50	50	50	Lafayette (Br'klyn)	50	100	105
Marine	100	100	100	Lamar	25	75	80
Market	100	100	100	Long Island (Br'klyn)	100	70	75
Mechanics' Ass'n	50	50	50	Lorillard	25	55	65
Mechanics' & Tr'drs	25	25	25	Manufac'rs & Build.	100	60	110
Mercoronto	100	120	120	Manhattan	100	60	70
Merchants'	50	50	50	Mech. & Traders'	25	130	140
Merchants' Exch'ge	50	50	50	Mechanics (Br'klyn)	50	140	150
Metropolis*	100	100	100	Mercantile	50	70	80
Metropolitan	100	170	170	Mercantile	50	110	115
Mount Morris	50	50	50	Montauk (Brooklyn)	50	110	115
Mount Hill	50	50	50	Nassau (Brooklyn)	50	150	160
Nassau	100	110	110	National	374	125	117
New York	100	142	142	New York Equitable	35	150	160
New York County	100	100	100	New York Five	100	70	100
N. Y. Nat'l Exch'ge	100	100	100	New York Five	100	16	20
North	100	100	100	New York City	100	60	65
North America	70	70	70	Niagara	50	175	185
North River	30	114	114	North River	25	100	105
Oriental	25	25	25	Pacific	25	180	200
Pacific	50	50	50	Park	100	130	125
Park	100	100	100	Pete Cooper	100	160	190
People's	25	25	25	People's	100	100	105
Pharos	20	102	102	Phenix	50	142	148
Produce	50	50	50	Relief	50	65	75
Republie	100	130	130	Republie	100	75	85
St. Nicholas	100	100	100	Rutgers'	25	145	155
Seventh Ward	100	100	100	Standard	50	105	120
Second	100	100	100	Star	100	75	80
Shoe and Leather	100	100	100	Steiling	100	85	90
Sixth	100	100	100	Stuyvesant	25	123	133
State New York	100	100	100	Tradesmen's	25	75	80
Trademen's	40	40	40	United States	25	130	135
Union	50	50	50	Westchester	10	120	125
United States	100	150	150	Williamsburg City	50	239	260
West Side	100	100	100				

**Gas and City Railroad Stocks and Bonds.**

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

## Quotations in Boston, Philadelphia and Baltimore.

\* This column shows last dividend on stocks, but date is not necessarily the date of record.

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date of maturity of bonds.

\* In default. † Per share.

**Railroad Earnings.**—The latest railroad earnings and the totals from January 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported.		Jan. 1 to Latest Date.		
	Week or Mo.	1882.	1881.	1882.	1881.
Ala. & Gt. Southern	July	61,041	57,982	423,587	404,830
Atch. Top. & S. Fe.	July	1,057,000	1,066,633	7,887,718	6,402,839
Bost. & N.Y.A. L.	June	25,360	24,422	143,950	133,843
Buff. Pitts. & W.	June	75,193	53,162	383,156	297,066
Bur. Ced. R. & No.	1st wk Aug	47,013	36,931	1,536,687	1,205,314
Cairo & St. Louis	July	8,684	8,181	201,158	239,934
Cent. Br. Un. Pac.	1st wk Aug	15,399	19,709	455,671	561,200
Central Pacific	July	2,020,000	1,899,346	14,185,866	12,789,270
Chesap. & Ohio	1st wk Aug	88,266	60,483	1,794,215	1,551,702
Chicago & Alton	1st wk Aug	163,656	160,012	4,269,258	4,022,175
Chic. Bur. & Q.	June	1,437,161	2,083,802	9,155,615	9,098,547
Chic. & East. Ill.	1st wk Aug	39,008	37,420	1,004,317	923,016
Chic. & Gr. Tr.	July	34,266	33,166	274,917	233,122
Chic. Mil. & St. P.	4th wk Aug	322,000	338,498	11,268,000	9,385,690
Chic. & Northw.	2d wk Aug	423,537	475,208	13,421,670	11,593,201
Ch. St. P. Min. & O.	July	89,124	81,342	2,732,166	2,246,203
Chic. & W. Mich.	June	116,136	114,270	719,236	556,339
Cin. Ind. St. L. & C.	July	209,564	177,161	1,422,435	1,289,240
Cincinnati South	3 wks July	140,369	122,747	1,297,713	1,127,334
Clev. Akron & Col.	4th wk Jly	13,149	9,631	274,917	233,122
Col. Hock. V. & T.	1st wk Aug	62,210	46,730	1,551,932	1,277,906
Deny. & Rio Gr.	2d wk Aug.	113,785	128,630	838,358	3,358,934
Des. M. & F. D.	3d wk July	5,591	10,941	188,048	181,344
Det. Lan. & No.	1st wk Aug	24,307	24,462	—	—
Dub. & Sioux C.	1st wk Aug	18,234	24,247	654,067	611,835
Eastern	June	284,662	268,377	1,505,591	1,394,182
E. Tenn. Va. & Ga.	July	236,339	222,769	—	—
Evansv. & T. H.	July	120,779	60,559	—	—
Flint & P. Marq.	1st wk Aug	35,529	31,895	1,234,632	1,073,082
Gal. Har. & San A.	July	24,708	23,123	624,390	568,954
Grand Trunk..	Wk. Aug. 5	198,092	187,421	6,358,026	6,339,394
Gr. Bay W. & St. P.	1st wk Aug.	49,104	47,522	1,137,729	1,257,554
Gulf Col. & San Fe.	July	93,733	66,062	581,920	440,348
Hannibal & St. Jo	1st wk Aug.	484	7,834	—	—
Hous. E. & W. Tex.	July	21,348	12,521	143,603	78,531
Illinoian Cen. (Ill.)	July	618,478	548,318	3,821,508	3,613,693
Do (Iowa)	July	133,773	171,686	1,039,198	959,519
Ind. Bloom. & W.	4th wk Jly	68,265	59,071	1,358,507	1,345,773
Int. & Gt. North.	1st wk Aug.	49,583	52,234	1,559,397	1,392,600
Iowa Central..	July	91,587	88,713	637,758	479,169
K.C. K. St. & Gulf	July	133,774	122,394	904,567	816,330
1st wk May	13,553	10,459	—	—	
L. Erie & West. S.	1st wk Aug.	26,747	36,438	789,393	786,486
L. R. & Ft. Smith	July	26,100	32,236	—	—
Long Island..	2d wk Aug.	73,193	67,303	1,352,173	1,190,351
Louis. & Mo. R.	May	31,619	33,743	174,059	167,926
Louis. & Nashv.	1st wk Aug.	219,795	189,100	7,342,841	6,483,750
Louis. N. A. & Ch.	July	119,193	82,535	—	—
Maine Central..	July	170,337	142,316	785,907	698,790
Mar. Hough. & O.	July	194,979	154,755	678,113	426,989
Mil. L. Sh. & West	2d wk Aug.	16,560	11,758	523,198	326,885
Minn. & St. Louis	July	104,307	97,115	519,938	333,196
Mo. Kan. & Tex.	1st wk Aug.	114,855	112,356	2,414,516	2,892,155
Missouri Pacific	1st wk Aug.	175,694	142,510	4,128,281	3,744,211
Mobile & Ohio..	July	136,393	135,548	1,024,123	1,253,417
Nashv. Ch. & St. L.	July	169,991	150,431	1,017,736	1,229,655
N. Y. & N. Eng. I.	1st wk Aug.	81,151	72,728	1,929,720	1,560,546
N. Y. Pa. & Ohio	July	460,438	417,279	2,640,197	2,279,988
Norfolk & West.	July	179,183	173,375	1,204,141	1,165,504
Northern Cent.	July	482,762	487,287	2,651,671	2,661,867
Ohio Central..	2d wk Aug.	168,380	98,020	613,288	1,883,534
Ohio Southern..	1st wk Aug.	26,917	17,092	541,558	330,017
Oregon Imp. Co.	July	8,403	6,189	205,888	—
Oregon R. & N. Co.	July	268,132	—	1,495,345	—
Oregon & Cal.	July	425,300	417,415	2,665,800	2,183,703
Pennsylvania..	July	74,000	—	—	—
Peoria Dec. & Ev.	1st wk Aug.	4,093,756	3,807,437	22,650,817	21,553,839
Philadelphia & Erie	July	12,563	17,196	432,861	361,522
Phila. & Reading	July	31,614	350,585	1,725,164	1,723,027
Do Coal & Iron	July	1,714,730	1,707,296	9,531,496	9,173,089
Richmond, Danv.	3 wks July	100,200	193,887	1,766,296	1,691,542
Rochester & Pitts.	July	5,783	5,456	147,551	117,451
St. Johns. & L.C.	May	18,414	14,916	83,359	63,715
St. L. Alt. & T. H.	1st wk Aug.	30,862	27,437	733,429	862,526
Do (brechs.)	1st wk Aug.	14,290	12,114	471,041	427,041
St. L. Ft. S. & W.	1st wk Aug.	5,094	—	127,784	—
St. L. Iron Mt. & S.	1st wk Aug.	131,785	145,506	3,878,610	4,014,447
St. L. & San Fran	2d wk Aug.	82,200	62,000	1,956,166	1,839,487
St. Paul D. L.	1st wk Aug.	24,350	16,223	541,701	383,237
St. P. Minn. & D.	2d wk Aug.	202,300	97,500	4,877,330	2,534,360
Scioto Valley..	1st wk Aug.	11,730	10,957	291,361	214,993
South. Carolina..	June	60,575	59,512	578,323	584,552
So. Pa. Cal. ..	May	104,864	—	411,149	—
Do So. Div.	May	—	—	1,692,487	—
So. Pa. of Ar.	May	256,581	—	1,163,922	—
So. Pa. of N. M.	May	95,351	—	319,381	—
Texas & Pacific..	1st wk Aug.	90,898	85,781	2,520,937	2,116,290
Tol. Del. & Bur.	2d wk Aug.	21,558	17,923	545,455	378,431
Union Pacific..	10 dgs Aug.	862,000	813,000	16,262,000	14,303,000
Utah Central..	June	131,237	—	774,541	—
Vicksburg & Mer.	July	26,627	31,677	245,019	—
Wab. St. L. & P.	3 wks July	42,004	31,805	653,578	595,442
Wab. St. L. & P.	1st wk Aug.	318,042	322,180	9,148,127	7,681,497
West Jersey..	May	—	—	320,322	284,853
Wisconsin Cent.	1st wk Aug.	20,197	17,997	—	—

\* Included in Central Pacific earnings above.

† Freight earnings.

**U. S. Sub-Treasury.**—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Receipts.	Payments.	Balances.	
		Coin.	Currency.
\$	\$	\$	\$
Aug. 12. 2,200,316 64	1,852,250 31	80,306,285 34	6,368,711 81
" 14. 1,483,922 18	1,575,959 48	8,401,120 99	6,1,838,86
" 15. 2,313,218 24	1,349,183 32	81,271,181 61	6,269,510 13
" 16. 1,384,331 32	885,576 35	81,978,842 29	6,066,607 45
" 17. 1,172,734 23	967,285 51	82,143,436 16	6,107,462 30
" 18. 1,116,285 53	1,679,001 28	81,659,798 69	5,993,387 04
Total.... 9,670,841 16	8,300,556 25	—	—

**New York City Banks.**—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Aug. 12:

Banks.	Capital.	Average amount of				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
New York.	\$2,000,000	10,075,000	2,595,000	743,000	10,858,000	495,000
Manhattan Co.	2,050,000	7,820,000	575,000	2,910,000	5,928,000	—
Merchants.	2,000,000	7,265,000	1,176,000	1,031,300	8,016,300	—
Union.	1,200,000	4,735,500	731,300	4,520,000	8,862,500	—
America.	1,200,000	3,947,000	818,000	512,100	6,332,800	1,100
Phonix.	1,000,000	8,027,100	2,092,200	457,000	8,144,600	267,000
City.	1,000,000	8,027,100	2,092,200	457,000	8,144,600	267,000
Trademen's.	1,000,000	2,820,700	355,400	61,300	1,606,500	199,200
Fulton.	600,000	1,564,700	455,600	116,200	1,266,200	—
Chemical.	500,000	12,338,700	4,075,750	608,600	16,345,700	—
Met. 'nts' Exch.	1,000,000	3,707,600	491,500	464,900	3,411,700	281,700
Bulletin & Advt.	1,000,000	4,040,000	1,000,000	1,000,000	2,322,000	774,700
Butchers' & Gro.	200,000	1,610,500	30,300	3,120,000	238,000	—
Mechanics' & Tr.	200,000	954,000	129,000	111,000	942,000	144,000
Greenwich.	200,000	1,044,000	212,000	1,215,000	1,215,000	—
Leather Man's Fr.	600,000	1,040,100	148,400	130,400	1,040,100	25,800
Seventh Ward.	300,000	4,171,000	1,157,000	1,157,000	1,157,000	—
State of N. York.	500,000	4,171,000	1,157,000	1,157,000	1,157,000	—
Met. 'nts' Exch.	5,000,000	16,127,200	3,040,000	3,040,000	11,880,000	1,100,000
Broadway.	5,000,000	15,568,000	3,082,000	3,082,000	11,486,000	880,000
Broadway.	5,000,000	15,568,000	3,082,000	3,082,000	11,486,000	880,000
Mercantile.	1,000,000	7,042,500	1,070,000	1,070,000	7,042,500	—
Pacific.	422,700	2,195,000	444,500	444,500	2,195,000	—
Republic.	1,500,000	5,650,800	590,200	333,800	3,422,100	1,125,000
Chatham.	450,000	3,560,000	510,700	308,000	3,560,000	45,000
People's.	200,000	1,030,000	130,000	130,000	1,030,000	—
W. Amer. & Co.	1,000,000	1,030,000	130,000	130,000	1,030,000	—
W. Amer. & Co.	1,000,000	1,030,000	130,000	130,000	1,030,000	—
Hanover.	1,000,000	8,452,800	1,000,000	1,000,000	8,452,800	—
Irving.	500,000	3,381,200	533,100	331,300	3,120,000	400,000
Metropolitan.	3,000,000	14,126,000	3,556,000	3,556,000	12,200,000	825,000
Broadway.	2,000,000	18,875,200	3,512,000	3,512,000	15,363,000	440,000
Wall St. Nation.	500,000	1,529,000	240,000	240,000	1,269,000	—
North River.	240,000	1,838,300	240,000	240,000	1,838,300	—
East River.	250,000	1,152,200	61,900	61,900	113,900	9,700
Fourth National.	3,000,000	18,071,900	9,518,900	9,518,900	8,882,000	172,800
Central National.	2,000,000	8,248,000	1,241,000	1,241,000	8,248,000	—
Commercial National.	2,000,000	8,248,000	1,241,000	1,241,000	8,248,000	—
Ninth National.	750,000	1,243,000	948,000			

## ABSTRACT FROM REPORTS OF THE NATIONAL BANKS MADE TO THE COMPTROLLER, JULY 1, 1882.

July 1, 1882.	Number of banks	Capital.	Surplus.	Deposits.		Loans and discounts.	Gold.	Silver.	Legal tender and U. S. certificates of deposit.
				Individual.	Other.				
Maine.	70	\$10,335,000	\$2,603,657	\$9,409,385	\$113,964	\$17,883,688	\$143,758	\$43,809	\$214,524
New Hampshire.	49	6,080,000	1,124,816	4,352,800	268,481	7,756,424	146,952	44,043	131,444
Vermont.	45	7,801,000	1,796,417	5,396,249	42,133	11,507,288	213,966	39,136	215,844
Boston.	53	50,450,000	11,253,210	73,299,591	113,073	118,333,492	7,509,348	153,913	3,497,836
Massachusetts, other.	191	45,227,500	13,468,771	42,948,946	290,978	80,120,172	1,497,297	261,018	1,530,137
Rhode Island.	62	20,315,050	8,936,164	10,584,691	147,184	29,293,061	305,531	64,986	594,744
Connecticut.	86	25,466,820	6,783,613	25,039,726	270,178	42,853,990	1,120,095	142,990	77,417
Total Division No. 1.	557	\$165,675,370	\$40,966,648	\$171,031,388	\$1,245,991	\$307,753,115	\$11,236,947	\$749,897	\$8,766,946
New York City.	50	\$51,500,000	\$21,260,947	\$281,723,991	\$500,993	\$47,545,234	\$50,152,489	\$984,902	\$20,554,942
Albany.	7	1,800,000	1,400,000	7,803,117	72,671	9,521,169	593,427	26,777	722,506
New York, other.	250	33,639,030	8,318,616	75,688,403	663,693	83,001,675	2,380,246	445,676	3,220,821
New Jersey.	66	12,375,350	3,580,492	28,757,966	216,781	29,798,409	672,219	226,046	1,318,228
Philadelphia.	32	17,358,000	8,419,303	66,008,880	217,305	60,030,812	5,853,260	446,785	5,606,209
Pittsburg.	23	9,975,580	3,161,883	20,556,775	214,266	24,290,030	1,465,006	164,594	2,069,084
Pennsylvania, other.	199	29,643,425	8,114,656	59,870,507	407,438	61,334,620	3,202,851	865,895	2,923,284
Total Division No. 2.	627	\$156,291,395	\$54,255,897	\$540,411,639	\$2,293,147	\$515,521,349	\$64,319,498	\$3,160,655	\$16,415,574
Delaware.	14	\$1,743,975	\$529,949	\$3,311,821	\$45,082	\$3,611,205	\$105,950	\$28,440	\$182,965
Baltimore.	17	11,490,330	2,613,424	19,096,420	118,395	25,374,565	786,702	151,583	2,427,165
Maryland, other.	22	2,431,700	724,278	4,712,974	.....	5,025,239	213,170	41,797	367,438
Dist. of Columbia, other.	1	1,125,000	252,400	2,357,309	4,618	1,929,420	126,872	43,419	167,335
Virginia.	19	3,016,000	1,020,000	10,037,818	459,606	9,412,016	591,256	153,058	698,236
West Virginia.	18	1,816,000	465,037	2,358,075	.....	3,373,283	174,357	25,121	223,842
Total Division No. 3.	96	\$21,875,005	\$5,665,088	\$42,512,200	\$627,701	\$49,042,894	\$2,051,111	\$449,295	\$4,157,481
North Carolina.	15	\$2,501,000	\$37,7116	\$2,940,412	\$181,325	\$4,747,158	\$172,632	\$109,794	\$235,289
South Carolina.	13	1,885,000	697,693	2,894,486	110,108	3,858,098	148,696	185,194	152,337
Georgia.	12	2,281,000	534,204	2,887,285	83,833	3,870,930	146,760	210,355	291,253
Florida.	2	100,000	8,673	391,981	.....	385,156	12,233	8,906	5,000
Alabama.	5	1,408,000	280,000	1,586,737	33,684	2,251,383	84,699	46,636	159,997
Mississippi.	5	75,000	86	129,349	.....	94,190	15,874	14,800	21,851
New Orleans, La.	2	2,875,000	985,000	9,881,226	.....	8,787,231	1,106,597	142,924	1,200,748
Louisiana, other.	1	100,000	55	5,255	.....	95,008	2,295	2,293	588
Texas.	17	1,675,000	449,302	5,103,394	801,228	4,611,711	293,028	120,690	587,956
Arkansas.	2	205,000	49,000	507,960	701,159	459,496	3,820	7,327	18,44
Louisville.	3	3,151,500	561,842	2,751,451	541,161	6,573,337	296,364	64,468	344,537
Kentucky, other.	4	7,989,850	1,425,754	7,228,098	180,357	11,623,891	304,732	64,528	425,614
Tennessee.	20	3,715,300	680,324	8,200,794	228,032	8,011,701	548,359	136,698	724,248
Total Division No. 4.	163	\$28,021,650	\$6,064,994	\$44,258,457	\$1,729,887	\$55,319,290	\$3,136,089	\$1,114,613	\$4,220,038
Cincinnati.	11	\$8,050,000	\$924,000	\$12,735,542	\$735,000	\$18,319,037	\$257,836	\$39,422	\$2,400,467
Cleveland.	6	3,575,000	695,000	7,447,840	438,477	9,700,134	390,175	52,894	1,022,500
Ohio, other.	169	20,174,000	3,927,267	38,097,806	426,850	42,142,753	2,315,114	878,306	2,522,702
Indiana.	94	13,033,500	3,195,760	22,517,985	577,252	26,476,387	1,389,862	260,805	1,833,370
Chicago.	10	7,050,000	2,050,000	38,566,743	69,247	36,664,842	7,358,186	102,722	4,872,270
Illinois, other.	132	11,951,100	3,758,792	35,839,203	736,126	30,582,610	409,197	275,937	2,255,565
Detroit.	5	2,650,000	582,000	6,522,140	530,106	7,654,579	940,040	95,003	617,437
Michigan, other.	77	7,725,000	2,048,201	17,817,800	30,249	20,585,112	1,054,115	181,122	948,418
Milwaukee.	3	650,000	245,000	3,739,874	457,498	3,766,854	292,100	17,431	339,754
Wisconsin, other.	36	2,657,503	678,026	9,700,609	79,282	8,533,916	633,162	78,081	461,941
Total Division No. 5.	549	\$77,516,100	\$18,104,046	\$193,015,545	\$4,080,107	\$204,426,224	\$17,039,765	\$1,481,723	\$17,294,418
Iowa.	80	\$6,919,530	\$1,559,541	\$16,642,246	\$89,825	\$16,377,472	\$1,039,952	\$208,888	\$1,316,110
Minnesota.	32	5,370,000	1,137,513	13,951,442	437,536	17,382,057	549,381	89,885	861,618
St. Louis.	4	2,950,000	581,196	5,376,928	192,290	8,503,038	714,094	35,894	1,715,049
Missouri, other.	20	2,030,000	468,500	3,726,084	.....	3,764,460	185,827	45,517	253,668
Kansas.	17	1,155,000	246,160	3,068,496	319,596	2,930,042	124,380	39,364	304,767
Nebraska.	16	1,340,000	321,500	5,452,527	302,138	5,209,416	435,546	69,121	289,901
Total Division No. 6.	176	\$19,764,530	\$4,314,410	\$48,217,717	\$1,341,385	\$54,166,485	\$3,069,180	\$488,609	\$4,774,118
Colorado.	19	\$1,382,000	\$563,000	\$9,474,848	\$266,757	\$6,921,367	\$410,809	\$98,733	\$775,867
Nevada.	1	75,000	10,449	158,780	.....	188,095	50,746	3,336	969
San Francisco.	1	1,500,000	189,823	1,690,637	.....	2,466,635	1,082,800	8,370	8,759
California, other.	10	1,800,000	319,752	5,123,863	14,455	4,045,616	594,244	60,432	45,113
Oregon.	2	300,000	52,000	2,147,808	601,350	1,376,067	328,985	78,869	17,800
Total Division No. 7.	33	\$5,057,000	\$1,135,024	\$18,595,936	\$882,562	\$14,997,780	\$2,467,584	\$249,740	\$845,501
Arizona.	1	\$90,000	8	\$165,129	.....	\$99,074	\$3,715	\$62	\$7,490
Dakota.	17	1,018,350	113,004	2,717,287	40,662	2,289,783	125,638	20,713	245,249
Idaho.	1	100,000	20,000	243,965	.....	5,380	1,393	15,783	15,783
Montana.	4	375,000	73,560	2,000,581	167,502	2,002,284	42,253	7,074	107,000
New Mexico.	6	500,000	131,890	1,112,709	198,227	1,040,529	58,731	11,235	93,078
Utah.	3	335,000	125,000	975,000	77,439	557,739	216,189	6,620	50,491
Washington Territory.	2	200,000	31,750	532,122	.....	741,119	71,985	2,907	6,359
Wyoming.	4	365,000	78,000	837,573	.....	847,366	99,935	5,061	61,113
Total Division No. 8.	36	\$2,983,350	\$573,144	\$8,664,366	\$183,830	\$7,705,518	\$623,826	\$55,670	\$587,147
Total for United States.	2,239	\$177,184,390	\$131,079,251	\$1,066,707,248	\$12,684,610	\$1,208,932,655	\$103,944,000	\$7,750,262	\$75,064,518

## COMPARATIVE STATEMENTS OF THE NATIONAL BANKS FOR TEN YEARS.

	Sep. 12.	Oct. 2.	Oct. 1.	Dec. 31.	Mar. 11.	May 19.	July 1,							
	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1882.	1882.	1882.	
<b>Resources.</b>														
Loans.	944,2	954,4	913,3	891,9	834,0	878,5	1,014,6	1,173,8	1,168,2	1,189,7	1,189,0	1,208,9	1,208,9	
Bonds for circulation.	388,3	383,3	370,3	337,2	336-8	347-6	357,2	357,8	363,8	367,3	360-1	355-8	355-8	
Other United States bonds.	23,6	28,0	28,1	47,8	43,0	95,7	71,2	43,6	56,5	47,6	44,6	45,6	45,6	
Stocks, bonds, &c.	23,7	27,8	33,5	34,4	34,5	36,9	39,7	48,9	61,9	62,7	62,4	65,7	65,7	
Due from banks.	149,5	134,8	144,7	146,9	129,9	138,9	167,0	213,5	230,8	218,8	201,4	210,2	210,2	
Real estate.	34,7	38,1	42,4	43,1	45,2	46,7	47,8	48,0	47,3	47,4	47,1	46,9	46,4	
Gold.	19,9	21,2	8,1	21,4	19,0	25,3	39,2	102,8	107,2	105,7	102,1	104,0	104,0	
Silver.	3	3	3	3	5,4	6,5	7,1	8,0	7,9	8,4	7,8	7,8	7,8	
Legal tender notes.	924	80-0	76,5	84-2	66,9	64,4	69,2	56,6	53,2	60-1	56,6	63,0	64,0	
National bank notes.	16-1	18,5	18,5	15,0	15,6	16,9	16,7	18,2	17,4	21,2	162,1	107,2	131,1	
Clearing House exchanges.	100,3	109,7	87,9	100,0	74,5	82,4	113,0	122,1	138,2	217,2	162,1	107,2	131,1	
United States certificates of deposit.	20,6	42,8	48,8	29,2	33,4	32,7	26,8	7,7	7,9	9,4	10,1	11,0	11,0	
Due from United States Treasurer.	2	20,3	19,6	16,7	16,0	16,5	17,0	17,1	17,5	18,1	17,7	17,7	16,6	
Other resources.	17,3	18,3	19,1	19,1	28,7	24,9	22,1	23,0	26,2	26,3	26,0	24,5	28,7	
Totals.	1,830,6	1,877,2	1,882,2	1,827,2	1,741,1	1,767,3	1,568,8	2,105,8	2,358,4	2,381,9	2,309,0	2,277,7		

## Investments

AND

### STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

### GENERAL INVESTMENT NEWS.

**Boston Hoosac Tunnel & Western.**—At Saratoga, August 16, the annual meeting of this railway company was held. Nearly all of the stock of the company was represented. The following directors were elected unanimously: Robert Minturn, Lewis May, Augustus Countz, Cyrus J. Lawrence, George J. Forrest and W. H. Hollister of New York; Ginery Twitchell of Brookline, Mass.; F. L. Ames of North Easton, Mass.; Elisha Atkins of Boston; David B. Hatch of Brooklyn, Conn.; Josiah Case of Vernon, N. Y.; Estes Howe of Cambridge, Mass., and W. V. Reynolds of Schaghticoke, N. Y. A resolution of respect for General W. L. Burt, the late president, was passed.

**Canadian Pacific.**—An Ottawa dispatch says: "It is announced that \$8,500,000 of the \$10,000,000 of the Pacific Railway bonds have been taken up. The Duke of Manchester Company took \$5,000,000; \$360,000 were taken up in Toronto, and the remaining \$3,000,000 disposed of in other parts of Canada."

**Chicago & Atlantic.**—The Chicago & Atlantic Railroad has its track almost entirely laid, and a connection between Hammond and Crown Point has been effected. The rails are heavy (sixty pounds to the yard) steel rails, and cost about \$58 a ton on the spot. Mr. J. Condit Smith stated that he was well satisfied with the progress of the work on his road thus far. He expects to have it in full running order by the 1st of December. The road is the western extension of the New York Lake Erie & Western Railway, and runs from Marion, O., to Chicago, a distance of about 250 miles. This is all in single track. There are also fifty miles of sidings.

**Chicago Milwaukee & St. Paul.**—Regarding the recent reported land sales the N. Y. *Tribune* had the following dispatch from Milwaukee, Aug. 15: "Negotiations were completed here to-day for the sale by the Chicago Milwaukee & St. Paul Railway Company of 40,000 acres more of the company's land in Minnesota. These lands are bought by Julien Schutt, of Davenport, Iowa, who acts as agent for James Thompson, President of the first National Bank of that city. The tract comprises the whole of the company's grant in Rock County, and is located directly south of the Pipestone County grant, concerning the sale of which so many reports have been published of late. It is announced by authority to-day that the negotiations are now completed for the sale of these Pipestone lands, a tract of 100,000 acres, to agents representing an English syndicate of buyers. All sorts of rumors and reports concerning these lands have found circulation, but this is the first authentic statement on the subject. The papers have been drawn up and the buyers are given until September 3 to make payment. No doubt is felt as to the purpose and ability of the syndicate to furnish the money. The Pipestone lands will be settled by a colony from England. The lands purchased by the Davenport party will be thrown upon the market at once. All the lands are rolling prairie and among the most fertile in the world." \* \* \*

"It is stated on good authority that the price to be paid by the English syndicate is \$4 50 an acre, and that by the Davenport parties a trifle under \$5."

—And the following dated Milwaukee, Aug. 16: "A. Boysen, Danish Consul-General at this port, to-day completed negotiations for the purchase of 55,000 acres more of the land of the Chicago Milwaukee & St. Paul Railroad Company in Minnesota. The price is not made public, but it is understood to be a slight increase over the price of land for the sale of which negotiations were completed yesterday. Mr. Boysen's plan is to found a colony of Danish settlers who will come to this country at once. This sale virtually closes out the lands of the company in Minnesota."

**Cincinnati Hamilton & Dayton.**—At Cincinnati, August 16, a special meeting of the stockholders of the Cincinnati Hamilton & Dayton Railroad was held, and the proposition to issue \$1,000,000 of preferred stock in shares of \$100 each was adopted. Of the 35,000 shares, the present capital, 20,623 were in favor of and 133 against the proposition, making 20,756 votes. The directors will hold a meeting on Tuesday to adopt one of the four proposed methods of selling this stock, namely: First, to allow the holders of common stock to take the entire increase; second, to invite bids for the entire lot; third, to invite bids for part or all of the increased issue; fourth, to place stock on the market for what it will bring.

**Denver & Rio Grande.**—A press dispatch from Denver, Col., August 13, said: "The Utah extension of the Denver & Rio Grande Railway has been completed to Cimarron, 330 miles from Denver and 407 miles from Salt Lake City. As the company has now in operation about 108 miles of road, extending eastward from Salt Lake City, less than 300 miles remain to be built to complete the connection in this link. The grading

is nearly finished and the preparations made for rapid track-laying indicate that this new through line will be opened December 31."

**European & North American.**—The press dispatches from Bangor, Me., August 16, said: "At a meeting of the Maine Central Railroad directors at Portland yesterday, a proposition to lease the European & North American Railway was accepted, with slight modification. At a meeting of the European & North American directors here to-day a committee was appointed to confer with the committee chosen yesterday from the Maine Central directors. A joint committee will draft a lease to be presented to the directors of both roads, and, if satisfactory, it will be ratified at the stockholders' meeting to be called at an early day."

**Flint & Pere Marquette.**—The gross earnings of the Flint & Pere Marquette Railroad for six months were as follows:

	1881.	1882.
January	\$131,528	\$168,004
February	119,721	153,902
March	158,214	195,813
April	171,445	188,569
May	162,539	175,112
June	160,098	160,240
Operating expenses	\$903,547	\$1,051,642
	642,805	666,675
	\$260,742	\$384,967
Operating expenses, per cent	71 14	60 39
Miles operated	317 71	345 16

After payment of expenses there remained \$250,602 for six months, equal to 3 85 per cent on preferred stock. The payroll of the company for the six months of 1882 ending June 30, including construction of cars and buildings, were \$433,777. The gross earnings for July were \$147,461, against \$137,639 in 1881, a gain of \$9,832. There was expended for construction account in the first six months of this year the sum of \$123,080. The increase in passenger traffic for the first six months of 1882 was \$66,603, and for the month of July, 1882, \$11,276.—*Boston Advertiser*.

**Galveston Houston & Henderson.**—The minority bondholders of the Galveston Houston & Henderson Railroad will receive new first mortgage 5 per cent bonds in return for their old 7 per cent bonds. The minority stockholders were not permitted to take any share in the reorganization, and the attempt is made to wipe them out. They yet have the opportunity to oppose the confirmation of the sale, and to endeavor to get some representation of their property in the new organization.

**Indianapolis & St. Louis.**—The Indianapolis *Journal* remarks upon the recent management of this company as follows: "As the large floating indebtedness which hangs over the Indianapolis & St. Louis road has led to some unfavorable comment as regards the management during the fourteen months prior to the road passing into the hands of a receiver, a summary of what has been done to the property in the way of improvements, since J. H. Devereux was elected President and C. C. Gale Superintendent, will not be amiss. First—it should be borne in mind that when they took the management, the roadbed and equipments were in bad condition, and a large per cent of the employes had become reckless and indifferent. More especially was this true as regards trainmen, 60 per cent of whom have since been discharged. The fact that within six months after the new management took hold there were thirty-three wrecks on the road is evidence that the above is no exaggeration. Under all these disadvantages, improvements to the property were undertaken, and during the fourteen months, the official report shows that 52 1/2 miles of steel rails were laid, 228,809 new cross ties put in, 8 3/4 miles of new side-tracks laid, and 49 1/2 miles ballasted with gravel and broken stone. Nine new bridges have been built, seven lengthy structures, among them the bridges over the White River and the Wabash River. Over half a mile of trestle has been filled with dirt. Two new engines, built at the Mattoon shops, have been added to the equipment. Thirty-six of the Indianapolis & St. Louis engines have been rebuilt, and most of them are as good as new. Some 300 cars of all descriptions have been added to the freight equipment; also, three new coaches, four new baggage and express cars, and one chair car. While these improvements have been in progress, freight rates, from which this road derives a large per cent of its earnings, have been low and demoralized, and the passenger business as well much of the time, and upon taking a second thought the wonder is that the indebtedness of the road is not hundreds of thousands of dollars more than it is. Had the business of the road for half the time the present management have had hold of it been as heavy as for thirty days past, and rates as high, a much more favorable exhibit could have been made."

**Long Island Railroad.**—The improvements made and the general activity shown under the administration of Mr. Corbin are well noticed in a recent article of the N. Y. *Sun*, from which the following is condensed: "The Long Island R.R. Company has developed new life under the management of Mr. Austin Corbin and his associates, who have expressed the determination to make it a first-class road in every respect, especially as to equipment and good time. When they took it out of the hands of Receiver Sharpe, they found it in a very dilapidated condition. The stock was down to 24, and the cars, locomotives and road were out of repair. There were 37,000 annual passes out. There was \$35,000 in receiver's certificates to be got out of the way. The new management lopped off the dead-heads, raised the fare between points where it was thought to be too low, took off superfluous trains, put on additional trains

where they were needed, and set to work to thoroughly overhaul the plant in every direction.

Already they have laid 200 miles of steel rails, 116 miles of which were put down between March 15 and July 15 last. They have laid a double-track from Jamaica to Hinsdale, a double-track from Jamaica to Woodhaven, and a double track to Pear-salls, on the Montauk division, all of steel rails. They have taken out many of the old stub switches and put in the newest patterns of interlocking switches and signals, with all the modern improvements. They have rebuilt 45 bridges. They have repaired and rebuilt 130 passenger coaches, purchased 24 new passenger coaches of the Eastlake pattern, modeled after those of the Pennsylvania Railroad. They have 16 new parlor coaches of the Woodruff pattern. They have bought 72 new Rogers locomotives, burning hard coal, and intend to use none but hard-coal engines on the road. The new engines are very powerful, and each of them is expected to draw a train of 14 to 16 cars 40 to 50 miles an hour. There are 100 new gondola freight cars and 100 new box freight cars. They now have 154 passenger cars, 620 freight cars, and 80 engines. The car shops at Long Island City employ from 200 to 400 men. It is proposed to remove these shops to some place where more land can be obtained on which to build larger works.

The company has repaired 154 stations and built new stations at Babylon, Bay Shore, Islip, Quogue, Moriches, Bellport, Forge, Far Rockaway and Amityville. It is in contemplation to build a handsome new station at Jamaica if the land can be procured at a reasonable price. The plans for connecting with the Brooklyn Bridge are not yet completed, but the management have in contemplation a system that will enable New Yorkers to take the cars on the New York side and be carried to any point on Long Island without change of cars. The company carried 7,000,000 passengers last year, and earned \$2,000,000. They expect to carry 8,500,000 passengers this year and earn \$2,400,000. The capital stock is \$10,000,000, of which the controlling interest is owned by Mr. Austin Corbin and his associates. Although when they took the road the stock [then only \$3,500,000] was down to 22; it has since been up to 60, and is now at about 58.

The Long Island Railroad is 354 miles long, computing all the branches, of which there are so many that it is one of the most difficult roads in the world to run. The longest run is 100 miles to Sag Harbor. The other branches are the Central, to Hinsdale and Belmont Junction; the old road, to Greenvale; the branch from Port Jefferson to Hicksville, the Locust Valley branch, the Hempstead branch, the Montauk branch, the Rockaway and the Long Beach branch. The tracks are used in part by the Woodhaven RR., the Manhattan Beach RR., and the Brighton Beach RR., and there are branches to Flatbush Avenue, Brooklyn, and a branch from Fresh Pond to Bushwick. The company has carried 160,000 passengers in a single day—the Saturday before the last Fourth of July. \* \* \* Besides his large investment of money at Manhattan Beach, Mr. Corbin has associated with him a number of English capitalists, who propose to erect large summer hotels at various points on the island. The first of these, the Argyle, at Babylon, is said to be a fair sample of what will be done. Land has been purchased at the Shinnecock hills and a beach secured, and three large sea-side family hotels are to be erected there. All these enterprises draw custom to the railroad.

The Long Island Railroad runs daily more trains than are received at the Grand Central Depot. One hundred and fifty-eight trains a day go in and out of the Long Island City depot. At the Flatbush Avenue depot, including the rapid transit business, there are 274 trains a day, and at Bushwick 22 trains a day each way. This aggregates nearly double the number of trains at the Grand Central Depot. Two-thirds of the passengers come in by Long Island City, because they can take the short ferry to Thirty-fourth Street, where the boats connect with the Elevated Railroad every ten minutes. Here also passengers can take the ferry to James slip and the ferry to Pine street. Eight trains connect with the early morning boat to Pine Street.

The management say that Long Island is yet in its infancy, and they propose to furnish sufficient railroad facilities to develop it. They are running one or two trains faster than ever. They go to Babylon, 40 miles, in an hour, making one stop. They run 100 miles and make seven stops in three hours. They send 10 trains a day to Long Beach and back. The heaviest trains go to Sag Harbor, with 14 or 15 cars. The Patchogue express generally has from 12 to 14 cars, carrying from 600 to 700 passengers.

The Manhattan Beach Railroad is run separately by Mr. D. C. Corbin. The present officers of the Long Island are Austin Corbin, President; J. R. Maxwell, Vice-President; A. D. Barton, General Manager; C. M. Head, Traffic Manager; C. A. Thompson, Master Mechanic; G. W. Offutt, General Roadmaster; W. E. Burroughs, Trainmaster, and C. E. Topping, Superintendent of the Telegraph.

**Louisville Evansville & St. Louis.**—A St. Louis exchange says that when the syndicate of Boston capitalists took hold of the Louisville New Albany & St. Louis and reorganized the company as the Louisville Evansville & St. Louis, it became clear that that road would be completed at once. In pursuance of the intention to push matters, a new executive force of officers were appointed, and to-day the line is open between St. Louis and Louisville, and trains running, the track of the Louisville & Nashville between Mount Vernon and St. Louis, 77 miles, being used. The road is first-class in every respect, has steel rails, strong bridges, and is one which can compete for business with success. The stockholders in the company, who have thus successfully completed their undertaking, do

not expect to operate the property as an independent line, but intend to sell out whenever they can do so to advantage. It is uncertain who the purchasers will be, but it is understood that the Chesapeake & Ohio, the Pennsylvania Company and the Louisville & Nashville all would like to buy it if they could get the property at the right price. The road is a valuable one, forming as it does the shortest line between St. Louis and Louisville, and to each of the companies named would prove an important accession. But the Chesapeake & Ohio stands most in need of it, for it would extend that system from Louisville to St. Louis, so that through trains could be run by way of Louisville from the Mississippi River at this point to the sea at Newport News. We shall await future developments with considerable interest, for the sale will probably be consummated before many months.

The securities of the Louisville Evansville & St. Louis road consists of \$3,900,000 first mortgage seven per cent bonds; \$1,000,000 second mortgage seven per cent bonds, all of which are issued; \$3,000,000 income bonds, of which about \$2,500,000 are issued, and \$6,000,000 of stock, of which \$4,500,000 are issued. These securities will probably be listed at the Stock Exchanges in New York and Boston next month.—*Boston Advertiser*.

**Marietta & Cincinnati.**—All of the bonds, amounting to \$13,000,000, have been deposited in the Trust Company under the plan of reorganization except \$138,000 firsts, \$25,000 seconds and \$77,000 thirds. Next week, it is said, an application is to be made to the Ross County Common Pleas Court at Chillicothe, O., for a sale of the road. A portion of the money with which this road was built was advanced by the city of Cincinnati, and the *Gazette* reports that the city officials propose, when the case comes up for hearing, to file a cross petition, making a claim for that lien on the road for \$450,000 loaned the company, under an act of the Legislature passed on March 20, 1850, the loan being made on June 1, 1854.

**Memphis & Charleston.**—It is stated that the Memphis & Charleston stockholders have determined to buy back the lease of their road from the East Tennessee & Virginia Company at the price asked by Gen. Thomas—namely, \$400,000. Col. Colyer of Nashville, with Mr. Duncan of Nashville, who is engineering the matter, claims that a majority of the stockholders have been secured, and that the purchase will be concluded at Huntsville on the 22d inst.

**Nashville Chattanooga & St. Louis.**—The following is a statement of receipts and expenses for the month of July, which is the first month of the new fiscal year :

Receipts—	1882.	1881.	Increase.	Decrease.
Passage.....	\$13,738	\$47,183	\$.	\$3,445
Freight.....	105,492	97,696	7,796	
Mails.....	3,623	3,623	.....	
Rents and privileges.....	8,136	1,927	6,209	.....
 Total.....	 \$160,990	 \$150,430	 \$10,559	.....
Operating expenses.....	93,706	99,504	.....	6,097
 Surplus over oper. ex. \$67,284	 \$50,626	 \$16,657	.....	\$.....
Interest and taxes....	46,287	40,559	5,727	

**New York & New England.**—The books for the subscription to the stock of the New York & New England Railroad Company, recently held by the State of Massachusetts, were closed Tuesday night, and the entire amount of stock within 1,500 shares was taken by the stockholders of record. The *Boston Advertiser* says: "The Treasurer of the company will mail, under date of August 16, to subscribers for the 34,750 shares of stock lately purchased from the State, a circular letter informing them of the individual allotment of shares, and giving notice that 20 per cent of the amount of subscription will be due and payable August 26. The option of paying the whole is offered, and stock certificates will issue upon full payment. Many small subscribers have signified a purpose to pay the entire subscription, \$50 per share, at once. Where only 20 per cent is paid, the balance will be due in four equal instalments, at intervals of not less than one month each. It is probable that the calls will be issued monthly. Precisely how many of the 34,750 shares have been taken had not been determined this morning, but it was estimated that not more than 1,500 shares would remain to be disposed of by the directors. The company will realize from the sale of this stock \$1,737,500, of which about \$1,000,000 will be applied to the cancellation of a burdensome floating debt. The rest will be used to meet unpaid contracts and obligations not fully provided for by the first mortgage bonds. A surplus will remain after liquidating these debts which will be turned into the general treasury. The company will thus be placed in a much better financial condition than has been its fortune for some years."

**New York Ontario & Western.**—The right given to stockholders by the New York Ontario & Western Railway to subscribe for \$10,000,000 of the first mortgage bonds of the New York West Shore & Buffalo Railroad held by it was generally availed of. The price was 50 per cent of the par value, and places \$5,000,000 in the treasury of the company. Responses were received from all except a few small shareholders, and almost the entire amount was taken. The terms were 25 per cent of the amount down and the remainder in monthly instalments of 10 per cent, the last payment to be made not later than May, 1883.

**N. Y. & Sea Beach.**—The New York & Sea Beach Railroad Company, whose line, connecting with this city by boat, runs from the foot of Sixty-fourth Street, Bay Ridge, L. I., to Coney Island, at the Sea Beach Palace, has been in serious financial difficulty for some time, as the earnings are not enough to pay the running expenses and the interest on the cost. The line has been run for three years, and for nearly half way from

Bay Ridge to the Island runs parallel with the Manhattan Beach road. The first mortgage upon the property of the company was \$218,549 75, and a second mortgage for \$215,899 61 was afterward made. The trustees for the mortgagees are James W. Smith and George S. Bowdoin. Finding themselves unable to collect the interest, they brought a suit in the Special Term of the Supreme Court in Brooklyn to foreclose the mortgages. The suit was successful, and on Monday Judge Barnard signed the findings in the foreclosure proceedings, making Joseph Bartlett trustee of the property to sell it. The date of the sale was not fixed.—*N. Y. Tribune.*

**Ohio & Michigan.**—A special dispatch to the *Chicago Tribune* from Cleveland, O., Aug. 10, said: "The Ohio & Michigan syndicate, which is largely composed of members of the Seney syndicate, has started and already got well under way an important project in Michigan. It is proposed to construct a new and fairly direct line from Toledo to Grand Haven, Mich., passing through the towns of Tecumseh, Marshall, Battle Creek and Allegan. The new line will be about 180 miles in length, and traverses what has already proved to be a rich country for railroads. The plans of the project are already well matured. Negotiations are favorably pending between the Ohio & Michigan Company, as the projectors of this new enterprise will be called, and the Chicago & West Michigan Railroad Company, owning about 400 miles of road between New Buffalo and Pentwater, along the eastern shore of Lake Michigan, for a connection at Allegan and a general interchange of business at that point. This arrangement will make the Ohio & Michigan line the outlet for the large lumber traffic of the Chicago & West Michigan Road, which traffic will of course continue on its way East over the Nickle-Plate and Ohio Central lines. Arrangements have already been perfected by which the Ohio & Michigan Road will cross the Maumee River over the Wheeling & Lake Erie bridge at Toledo. Of course, the terminal facilities and dock front of the Ohio Central will be used by the new line at that point. Contracts for the construction of the new road have already been awarded, and work on the line is to begin immediately. Like nearly all other projects originated by the Seney syndicate, this new one dashes right into and through Vanderbilt territory. From Toledo to Jackson, Mich., it nearly parallels different branches of the Lake Shore & Michigan Southern, and twice crosses other branches of that road on its way to Grand Haven."

**Ohio & Mississippi.**—The following is the report of the Receiver of the O. & M. Railway for July.

## RECEIPTS.

	1881.	1882.
Cash on hand July 1.....	\$182,345	\$243,454
Cash from station agents.....	322,935	376,385
Cash from conductors.....	5,718	9,571
Cash from individuals, etc.....	28,787	68,133
Cash from Adams and American express.....	777	1,291
From General P. O. Department.....	21,645	25,031
Total.....	\$572,250	\$723,869

## DISBURSEMENTS.

Vouchers subsequent to November 17, 1876.....	\$409,816	322,827
Remitted to pay coupons.....		231,346
Pay-rolls.....	132,302	133,322
Arrearages.....	984	844
Cash on hand August 1.....	29,147	35,327

Total..... \$572,250 \$723,869

**Railroad Construction (New).**—The latest information of the completion of track on new railroads is as follows:

**Baltimore & Delta.**—Extended from Towson, Md., to Lock Haven, 5 miles. Gauge, 3 ft.

**Burlington & Northwestern.**—The Coppack Branch is extended from Coppack, Ia., west to Fairplay, 1 mile. Gauge, 3 ft.

**Central Pacific.**—This company's northern road is extended from Willows, Col., northward to Orland, 16 miles.

**Central of New Jersey.**—The High Bridge Branch is extended from Port Orange, N. J., northwest to Lake Hopatcong, 5 miles.

**Chicago St. Paul Minneapolis & Omaha.**—The Superior Branch is completed to a point 110 miles north of Chippewa Falls, Wis., an extension of 90 miles.

**Columbus Hocking Valley & Toledo.**—The Snow Fork Branch is extended from Orbiston, O., to Murray, 2 miles.

**Denver & Rio Grande.**—Track on the Utah Extension is laid to Cimarron, Col., an extension of 5 miles. Gauge, 3 ft.

**Eastern Junction Broad Sound Pier & Point Shirley.**—Completed from Point of Pines, Mass., southeast to Ocean Spray, 2½ miles.

**Galveston Harrisburg & San Antonio.**—The El Paso Division is extended from Eagle Pass Junction, Tex., west 40 miles; also from Losier, Texas, east by south 19 miles.

**Humeston & Shenandoah.**—Track laid from Humeston, Ia., west to Grand River, 30 miles, and from Shenandoah, Ia., east to Clarinda, 21 miles.

**New York Susquehanna & Western.**—Track laid from Two Bridges, N. J., westward 11 miles.

**Northern Pacific.**—Extended from Cabinet Landing, Idaho, eastward to Noxon, 17 miles.

**Oregon Railway & Navigation Co.**—Track laid from East Portland, Or., east to Sandy River, 17 miles.

**Pensa-ola & Atlantic.**—Track laid from Marianna, Fla., west to Yelllow River, 28 miles. Gauge, 5 ft.

This is a total of 309½ miles of new railroad, making 5,782 miles thus far this year, against 3,180 miles reported at the corresponding time in 1881, 2,701 miles in 1880, 1,346 miles in 1879, 1,005 miles in 1878, 943 miles in 1877, 1,231 miles in 1876, 607 miles in 1875, 916 miles in 1874, 2,028 miles in 1873 and 3,455 miles in 1872.—*Railroad Gazette.*

**St. Joseph & Western.**—A press dispatch from Atchison, Kan., Aug. 15, said: "It is reported here that the Missouri Pacific Company has made arrangements to lease the St. Joseph & Western from the Union Pacific. This will give the Missouri Pacific a junction with the Union Pacific at Grand Island."

**Tehuantepec.**—A press dispatch from the City of Mexico, Aug. 17, reports: "An official decree declaring the forfeiture of the Tehuantepec Railroad concession was published to-day. It orders the \$100,000 placed by the company on deposit as a guarantee to be transferred to the Mexican Treasury, and holds the company liable to a suit for damages."

## The Commercial Times.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, Aug. 18, 1882.

Good progress continues to be made in opening up trade for the coming Autumn. The only drawback is the yellow fever on the coast of the Gulf of Mexico. There are some apprehensions that it may become epidemic and there is accordingly a disposition to limit the credits of buyers in that direction. The Middle and New England States are suffering from drought. The labor troubles are fast approaching solution, the "strikers" being generally defeated or contented with but a small portion of their demands.

Provisions have had a fair speculation, particularly in lard. The variations in prices have not been great, but generally in the interest of the "bear" clique. Mess pork sold to-day on the spot at \$22; August options were quoted \$21 40@\$21 50; September, \$21 50@\$21 65; October, \$21 65@\$21 75. Bacon is held at 13½c. for long clear. Beef was advanced to \$35 for extra city India mess. Lard sold on the spot at 12 60c.; refined for the Continent quoted at 12 85c.; September options realized 12 57½@12 60c.; October, 12 72½@12 75c.; November, 12 70c.; December, 12 55c.; seller year, 12 50@12 52½c.; January, 12 55@12 57½c.; February, 12 55@12 60c.; March, 12 62½c., closing about steady. Butter was firm for the fine grades. Cheese declined a trifle to 11 ¼c. for choice State factory. Tallow easier at 8 ¾@8 ½c. for prime. Stearine quoted 12 ¼c. for western and 13@13 ½c. for city.

Rio coffee has been dull and nominal, latterly, at the quotations of last week; mild has sold fairly, but not at very firm prices in all cases, as the supply, notably of Maracaibo, is rather burdensome. Rice has been quiet but steady. Spices have been in fair demand as a rule, and pepper has sold at some advance, Singapore latterly ruling at 17 ¼@17 ½c., or 12c. in bond. Tea has shown no marked change, but the tendency has been towards easier prices. Molasses has been very dull, and almost entirely nominal. Foreign fruits have shown no really new features; dried are slow and rather weak, while green are in fair demand, and, when sound, are steady. Lemons are being exported to England. Raw sugar sold freely in the fore part of the week, but latterly has been less active, and has lost some of the firmness at one time noticeable, though no marked change in prices has taken place; the depression in refined, however, has naturally had an unfavorable effect on raw. Fair to go refining closed firmer at 7 3-16@7 5-16c. The sales of the week will easily reach 10,000 hds. it appears, from reports of business only made public to-day.

Hhds.	Boxes.	Bags.	Melado.
Receipts since Aug. 1.....	20,949	....	49,336 196
sales since Aug. 1.....	17,020	....	25,021 241
Stock Aug. 16, 1882.....	86,677	5,455	531,118 288
Stock Aug. 17, 1881.....	110,771	7,866	1,053,161 178

Refined has been quiet and depressed latterly, though prices were firm early in the week; crushed closed at 9 ½c., powdered at 9 ¾@9 ½c., granulated at 9 ¼c., and standard "A" at 8 ¾c., closing firmer.

Kentucky tobacco has met with rather more demand, and sales for the week are 420 hds., of which 320 for export and 100 for home consumption. Prices are unchanged. Lugs, 6@7 ½c.; leaf, 7 ¾@12c. Seed leaf also has been more active, and sales for the week reach the large aggregate of 2,400 cases, as follows: 1,000 cases 1881 crop Wisconsin Havana seed, assorted, 17@20c.; 500 cases 1880 crop State flats, private terms; 300 cases 1881 crop New England seconds, 10@13c.; 100 cases 1880 crop New England wrappers, 14@30c.; 300 cases 1880 crop Pennsylvania fillers, 6@7c., and wrappers, 16@22 ½c.; 100 cases 1881 crop Ohio, private terms; 100 cases 1881 crop Ohio, 9@13 ½c.; also 600 bales Havana, 88c. @ \$1 25.

Naval stores have latterly been less active, and prices have shown irregularity; common to good strained resin quoted \$1 80@\$1 90; spirits turpentine dropped to 45 ½c. owing to larger offerings. Refined petroleum for export was steady and in fair demand at 6 ¾c.; crude certificates easier at 59 ½@59 ¾c., closing 59@59 ¾c.; September options, 59 ¾c.; October, 61 ¼c.; November, 63 ¼c.; December 65 ¼c. Ingot copper fairly active at 18 ¾@18 ½c. for Lake. Prime lard oil quoted \$1 02 ½c. Hops firm at \$0 52c. for choice State, 1881.

Ocean freights have latterly been quieter and rates have declined somewhat. To-day grain to Liverpool, by steam, was taken at 4 ½d.; flour, 15s.; bacon, 20s.; cheese, 25@30s.; cotton, 1 ½@5-32d.; grain to London, by steam, quoted 7 ½@8d.; do. to Glasgow, by steam, 4 ½d.; do. to Antwerp, 7 ½@8d.; do. to Cork, for orders, 6s. 6d. per qr; crude petroleum to Havre, 4s. 3d.; do. to Marseilles from Philadelphia, 4s.; refined do. hence to Antwerp, 3s. 9d.; do. to Rotterdam, Amsterdam or Hamburg, 4s.

## COTTON.

FRIDAY, P. M., August 18, 1882.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Aug. 18), the total receipts have reached 6,356 bales, against 4,811 bales last week, 4,815 bales the previous week and 6,126 bales three weeks since; making the total receipts since the 1st of September, 1881, 4,672,191 bales, against 5,803,123 bales for the same period of 1880-81, showing a decrease since September 1, 1881, of 1,136,932 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston .....	64	216	75	311	296	96	1,058
Indiana, &c. ....	.....	.....	.....	320	320	.....	.....
New Orleans....	26	120	314	97	34	116	707
Mobile.....	.....	15	3	33	2	12	65
Florida.....	.....	.....	.....	.....	.....	.....	.....
Savannah.....	244	75	66	39	120	340	884
Brunsw'k, &c. ....	.....	.....	.....	.....	.....	.....	.....
Charleston.....	35	12	22	41	11	62	183
Pt. Royal, &c. ....	.....	.....	.....	.....	9	9	.....
Wilmington.....	73	.....	3	4	.....	3	83
Moreh'd C, &c. ....	.....	.....	.....	.....	301	301	.....
Norfolk.....	229	27	300	28	50	168	802
City Point, &c. ....	.....	.....	.....	.....	166	166	.....
New York.....	77	99	756	.....	40	972	.....
Boston.....	61	35	84	6	.....	64	250
Baltimore.....	.....	.....	.....	.....	.....	.....	.....
Philadelph'a, &c. ....	.....	5	348	133	.....	70	556
Totals this week	809	604	1,971	692	513	1,767	6,356

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1881, and the stocks to-night, and the same items for the corresponding periods of last year.

Receipts to August 18.	1881-82.		1880-81.		Stock.	
	This Week.	Since Sep. 1, 1881.	This Week.	Since Sep. 1, 1880.	1882.	1881.
Galveston .....	1,058	429,093	3,712	676,055	805	20,732
Indiana, &c. ....	320	14,499	193	15,634	.....	.....
New Orleans....	707	1,186,602	5,220	1,585,534	17,788	62,791
Mobile.....	65	263,497	1,127	385,892	726	2,879
Florida.....	.....	27,250	9	20,426	.....	5,086
Savannah.....	884	730,051	3,763	874,871	2,045	4,529
Brunsw'k, &c. ....	.....	7,026	.....	5,019	.....	.....
Charleston.....	183	497,898	1,376	621,120	504	1,485
Pt. Royal, &c. ....	9	24,525	102	50,142	9	49
Wilmington....	83	136,524	51	118,479	330	473
M'head C, &c. ....	301	26,887	33	30,666	.....	.....
Norfolk.....	802	615,879	936	717,444	628	3,044
City Point, &c. ....	166	195,566	274	211,411	.....	.....
New York.....	972	163,524	1,541	175,183	104,663	104,159
Boston.....	250	232,411	750	186,409	3,880	7,425
Baltimore.....	26,039	926	53,100	3,875	1,048	.....
Philadelph'a, &c. ....	536	94,911	532	91,738	6,877	4,196
Total.....	6,356	4,672,191	20,535	5,809,123	142,130	217,896

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1882.	1881.	1880.	1879.	1878.	1877.
Galveston, &c. ....	1,378	3,895	1,649	3,489	2,111	402
New Orleans....	707	5,220	780	330	499	766
Mobile.....	65	1,127	236	60	276	166
Savannah.....	884	3,763	726	97	1,181	200
Charl'st'n, &c. ....	192	1,478	1,017	86	501	192
Wilm'gtn, &c. ....	384	87	77	29	206	593
Norfolk, &c. ....	968	1,210	1,711	272	430	126
All others....	1,778	3,758	2,170	489	495	199
Tot. this w.k.	6,356	20,535	8,396	4,843	5,699	2,614
Since Sept. 1	1,672,191	5,809,123	4916,971	4448,406	4273,515	3963,305

Galveston includes Indiana; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 12,456 bales, of which 8,957 were to Great Britain, 909 to France and 2,590 to the rest of the Continent, while the stocks as made up this evening are now 142,130 bales. Below are the exports for the week and since September 1, 1881.

Exports from—	Week Ending Aug. 18.		From Sept. 1, 1881, to Aug. 18, 1882.		Exported to—			
	Great Brit'n.	France	Conti- nent.	Total Week.	Great Brit'n.	France	Conti- nent.	Total.
Galveston....	.....	.....	.....	182,147	15,145	6,179	262,090	.....
New Orleans....	504	.....	594	673,490	273,87	224,551	1,171,843	.....
Mobile.....	.....	.....	.....	38,822	6,313	3,231	46,366	.....
Florida.....	.....	.....	.....	4,703	.....	.....	4,703	.....
Savannah.....	.....	.....	.....	138,600	17,23	182,795	338,625	.....
Charleston *.	.....	.....	.....	159,822	23,772	13,810	315,404	.....
Wilmington....	.....	.....	.....	53,584	1,430	8,819	63,833	.....
Norfolk.....	.....	.....	.....	311,570	2,530	17,358	331,817	.....
New York....	6,241	315	2,560	9,116	458,925	38,646	119,673	617,244
Boston.....	1,716	.....	.....	1,716	157,134	.....	4	157,134
Baltimore.....	400	.....	400	400	92,617	961	59,063	152,671
Philadelph'a, &c. ....	6,0	.....	.....	600	59,396	.....	400	90,206
Total.....	8,937	909	2,590	12,456	2,359,592	379,949	812,082	3,551,575
Total 1880-81	25,729	21	832	26,602	2,849,379	553,693	1,180,984	4,534,056

\* Includes exports from Port Royal, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

AUG. 18, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France	Other Foreign	Coast- wise.	Total.	
New Orleans....	1,432	None.	None.	244	244	1,676
Mobile.....	None.	None.	None.	50	50	726
Charleston.....	None.	None.	None.	550	550	454
Savannah.....	None.	None.	None.	None.	None.	1,195
Galveston.....	None.	None.	None.	None.	None.	805
Norfolk.....	None.	None.	None.	None.	None.	628
New York....	4,300	None.	350	None.	4,650	100,013
Other ports....	750	None.	100	None.	850	14,121
Total.....	6,482	None.	450	844	7,776	134,354
Total 1881....	17,198	3,309	2,155	4,969	27,631	190,265
Total 1880....	3,791	300	735	5,163	125,539	.....

The speculation in cotton for future delivery has continued comparatively slow during the past week. There is too much uncertainty felt regarding the probable course of affairs to admit of free operations. Prices are too high to encourage free buying, and supplies are too small, with a late crop, to make "selling short" at all prudent. On Saturday there was some depression, but on Monday and Tuesday and on Wednesday morning there were advances of some importance, owing to the rapid reduction of stocks and the small receipts. Wednesday afternoon, under sales to realize, and some speculative manipulation designed to encourage the making of a "short interest," prices declined, especially for the next crop. Thursday morning the opening was buoyant for the early months, on decidedly better accounts from Liverpool; but the demand was short-lived, and depression soon set in, which caused an important decline in the more distant deliveries. To-day the market was fairly active, without much change, except an advance for August. Cotton on the spot has been in fair demand for export and home consumption. Quotations were advanced 1-16c. on Tuesday. To-day there was a fair demand for home consumption at firm prices, middling uplands closing at 13 1-16c.

The total sales for forward delivery for the week are 253,400 bales. For immediate delivery the total sales foot up this week 5,526 bales, including 4,548 for export, 3,740 for consumption, 238 for speculation and — in transit. Of the above, 271 bales were to arrive. The following are the official quotations and sales for each day of the past week.

Aug. 12 to Aug. 18.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordn'g, P.D.	1058	1058	10116	10156	10156	11	101516	101516	11
Strict Ord.	1116	1116	1116	1138	1138	11716	1138	1138	11716
Good Ord.	1178	1178	11136	12316	12316	12416	12316	12316	12416
Str. G'd Ord.	12316	12316	12316	1238	1238	12416	1238	1238	12416
Low Midd'g	12116	12116	12116	1278	1278	13116	1278	1278	13116
Str. L'v'g Mid.	1278	1278	1278	1278	1278	13316	1278	1278	13316
Midd'g	13	13	13	1316	1316	13316	13	13	13316
Good Mid.	13716	13716	13716	13116	13116	13116	13716	13716	13716
Str. G'd Mid.	1378	1378	1378	13116	13116	13116	1378	1378	1378
Fair.....	1438	1438	1438	1438	1438	14716	1438	1438	14716
Midd'g Fair	1438	1438	1438	1438	1438	14716	1438	1438	14716
Fair.....	141516	141516	141516	141516	141516	1514	141516	141516	1514

STAINED.	SALES OF SPOT AND TRANSIT.					FUTURES.		
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	Spec- ulat'n	Trans- it.		Total.	Sales.
Sat.	Easy.....	661	222	.....	.....	886	36,200	400
Mon.	Steady.....	343	637	.....	.....	980	28,300	800
Tues.	Steady at 11 <sup>1</sup> / <sub>2</sub> adv.	1,094	.....	130	.....	1,094	36,700	900
Thurs.	Firat.....	490	1,117	130	.....	1,617	49,800	1,100
Fri.	Firat.....	2,300	399	108	.....	2,807	57,400	500
Total.....	4,543	3,740	238	.....	.....	8,526	253,400	4,100

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

	1882.	1881.	1880.	1879.
Stock at Liverpool.....bales.	654,000	750,000	657,000	427,000
Stock at London.....	69,500	43,200	50,600	59,070
Total Great Britain stock.	723,500	793,200	707,600	486,070
Stock at Havre.....	124,000	203,000	69,400	100,900
Stock at Marseilles.....	1,100	3,800	8,130	1,211
Stock at Barcelona.....	25,000	33,100	53,000	22,481
Stock at Hamburg.....	2,600	4,300	4,500	2,300
Stock at Bremen.....	36,800	52,600	30,800	19,279
Stock at Amsterdam.....	14,300	35,100	15,800	23,308
Stock at Rotterdam.....	2,000	3,900	2,880	396
Stock at Antwerp.....	300	2,500	981	200
Stock at other cont'dntal ports.	19,700	10,700	21,100	5,650
Total continental ports....	225,600	349,000	211,591	181,635
Total European stocks....	949,100	1,142,200	919,191	687,705
India cotton afloat for Europe.....	283,000	185,000	289,588	32,000
Amer'n cotton afloat for Europe.....	57,000	113,000	89,000	5,109
Egypt, Brazil, &c., afloat for Europe.....	10,000	26,000	19,000	—
Stock in United States ports..	142,130	217,596	130,679	95,272
Stock in U. S. interior ports..	12,467	39,744	29,864	7,463
United States exports to-day..	725	5,400	3,000	100

Total visible supply.....	1,454,422	1,743,240	1,375,734	1,087,237
Of the above, the totals of American and other descriptions are as follows:-				

American—				
Liverpool stock.....	338,000	583,000	443,000	297,000
Continental stocks.....	85,000	227,000	109,000	133,000
American afloat for Europe.....	57,000	113,000	89,000	32,000
United States stock.....	142,130	217,596	130,679	95,272
United States interior stocks..	12,467	39,744	29,864	7,463
United States exports to-day..	725	5,400	3,000	100

Total American.....	635,322	1,186,040	804,543	554,835
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East Indian, Brazil, &c.—				
Liverpool stock.....	316,000	187,000	214,000	130,000
London stock.....	69,500	43,200	50,600	59,070
Continental stocks.....	140,600	122,000	102,591	48,635
India afloat for Europe.....	283,000	204,000	185,000	289,588
Egypt, Brazil, &c., afloat.....	10,000	26,000	19,000	5,109

Total East India, &c.....	819,100	562,200	571,191	532,402
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Total American.....	635,322	1,186,040	804,543	554,835
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Total visible supply.....	1,454,422	1,743,240	1,375,734	1,087,237
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Price Mid. Upd., Liverpool.....	73 <sup>1</sup> / <sub>16</sub> d.	7d.	71 <sup>1</sup> / <sub>16</sub> d.	69 <sup>1</sup> / <sub>16</sub> d.
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The imports into Continental ports this week have been 36,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 293,818 bales as compared with the same date of 1881, an increase of 78,688 bales as compared with the corresponding date of 1880 and an increase of 367,185 bales as compared with 1879.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1880-81—is set out in detail in the following statement:

TOWNS.	Movement to August 18, 1882.										Movement to August 18, 1881.										
	Receipts.					Shipments.					Receipts.					Shipments.					
	This week.	Sept. 1-18.	This week.	Aug. 18.		This week.	Sept. 1-18.	This week.	Aug. 18.												
Atlanta, Ga.....	107	162,231	405	1,974		444	209,811	2,081	2,960												
Columbus, Ga.....	124	102,607	405	1,751		1,638	845	402	1,855												
Montgomery, Ala.....	10	60,174	36	757		1,683	285	334	1,400												
Birmingham, Ala.....	4	58,340	115	1,124		1,901	1,014	227	1,190												
Memphis, Tenn.....	22	73,207	22	390		1,082	288	1,212	1,267												
Nashville, Tenn.....	34	56,305	1,082	2,391		5,674	746	751	1,267												
Jefferson, Tex.....	12	11,576	15	10		4,543	332	35	1,152												
Sherman, Tex.....	58	12,02	124	143		3,377	767	1,102	1,102												
Wichita, Tex.....	26	137,069	31	170		1,39,047	100	2,676	1,120												
Columbus, Miss.....	28	28,365	28	28		1,21,621	24	5,178	5,178												
Montgomery, Ala.....	18	47,915	58	102		1,20,672	121	5,178	5,178												
Montgomery, Ga.....	2	31,98	4	14		1,25,454	700	1,152	1,152												
Atlanta, Ga.....	50	82,918	359	138		1,20,617	150	1,084	1,084												
Charlotte, N. C.....	101	33,360	126	126		1,20,617	150	1,084	1,084												
Cincinnati, O.....	1,013	393,489	1,540	234		1,159	324,352	1,338	1,338												
Total, old towns.....	2,094	2,445,752	6,752	12,467		5,261	2,063,080	9,155	9,155												
Richmond, S. C.....	1	15,612	2,500	1,800		1,800	1,700	1,800	1,800												
Wilmington, N. C.....	120	61,004	143	31		1,70	20,759	46	46												
Pittsburgh, Pa.....	10	61,393	194	50		1,70	20,759	46	46												
Louisville, Ky.....	2	25,345	105	50		1,70	20,759	46	46												
Little Rock, Ark.....	44	100	1,948	46		1,70	20,759	46	46												
Houston, Tex.....	1,423	400,298	733	1,905		1,70	1,70	1,70	1,70												
Total, new towns.....	2,005	584,632	1,905	4,008		7,516	576,354	6,787	6,787												
Total, all.....	4,099	2,830,384	8,657	16,535		12,777	3,339,484	15,932	15,932												

## DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

	1882.	1881.	1880.	1879.
Sales, total (range).	11,642,000	12,414,000	11,230,000	8,270,000
Prices paid (range).	11,653,000	12,425,500	11,232,500	8,278,500
Closing.....	12,280	12,87	12,56	12,205
Sales, total (range).	11,642,000	12,414,000	11,230,000	8,270,000
Prices paid (range).	11,653,000	12,425,500	11,232,500	8,278,500
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Closing.....	12,280	12,87	12,56	12,205
Sales, total (range).	11,642,000	12,414,000	11,230,000	8,270,000
Prices paid (range).	11,653,000	12,425,500	11,232,500	8,278,500
Closing.....	12,280	12,87	12,56	12,205
Sales, total (range).	11,642,000	12,414,000	11,230,000	8,270,000
Prices paid (range).	11,653,000	12,425,500	11,232,500	8,278,500
Closing.....				

week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

## RECEIPTS FROM PLANTATIONS.

Week ending	Receipts at the Ports.			Stk at Interior Towns.			Rec'ds from Plant'n's.		
	1880.	1881.	1882.	1880.	1881.	1882.	1880.	1881.	1882.
June 2	23,674	32,642	15,950	149,127	136,470	93,585	9,854	21,639	5,517
" 9	18,570	20,432	15,624	123,704	104,850	88,394	2,217	2,342	5,433
" 16	19,870	23,215	13,658	103,919	96,914	72,406	15	17,785	2,672
" 23	23,511	23,476	13,809	57,833	91,250	59,550	7,433	17,759	1,011
" 30	17,057	20,862	9,288	81,179	78,617	50,417	10,403	8,049	155
July 7	14,070	16,183	9,580	77,036	72,341	42,543	9,927	12,937	2,012
" 14	10,691	18,190	8,142	70,749	74,003	35,454	4,404	19,811	753
" 21	13,148	19,369	9,150	59,682	65,752	31,624	2,081	11,115	5,318
" 28	10,859	16,151	6,126	52,505	58,277	28,274	3,082	8,972	2,780
Aug. 4	8,982	17,518	4,815	57,324	52,441	24,146	801	11,982	955
" 11	8,691	18,032	4,511	88,800	48,273	21,063	3,167	8,894	1,438
" 18	8,396	20,533	6,356	39,668	45,371	16,583	3,984	17,686	1,798

The above statement shows—1. That the total receipts from the plantations since Sept. 1, in 1881-82 were 4,643,301 bales; in 1880-81 were 5,815,656 bales; in 1879-80 were 4,935,641 bales.

2. That, although the receipts at the out-ports the past week were 6,356 bales, the actual movement from plantations was only 1,788 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 17,636 bales and for 1880 they were 3,264 bales.

AMOUNT OF COTTON IN SIGHT AUGUST 18.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to August 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1881-82.	1880-81.
Receipts at the ports to August 18 bales.	4,672,191	5,809,123
Interior stocks in excess of Sept. 1 on Aug. 18.	*28,890	6,533
Total receipts from plantations.	4,643,301	5,815,656
Net overland to August 1.	468,229	510,044
Southern consumption to August 1.	234,000	200,000
Total in sight August 18.	5,345,530	6,525,700

\* Decrease from September 1.

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 1,180,170 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has been more favorable during the past week in the greater portion of the South, and the crop has made satisfactory progress in development. Picking is making excellent headway in Texas.

*Galveston, Texas.*—It has rained on three days of the past week, mainly confined to the coast line. The rainfall reached one inch and fourteen hundredths. Crops are splendid, and picking is making good progress. New cotton received to date, 1,873 bales. The thermometer has ranged from 75 to 89, averaging 82.

*Indianola, Texas.*—It has rained on three days of the past week, the rain not extending into the interior. The rainfall reached one inch and seventy-seven hundredths. The crop is developing satisfactorily and picking is progressing. Average thermometer 79, highest 89 and lowest 71.

*Dallas, Texas.*—It has rained tremendously on one day of the past week, the rainfall reaching two inches and seven hundredths. We are having too much rain, but no serious damage has been done, and prospects are still excellent. The thermometer has averaged 79, ranging from 64 to 94.

*Brenham, Texas.*—We have had a shower on one day of the past week, the rainfall reaching forty hundredths of an inch. Picking is making excellent progress. The crop is developing very satisfactorily. The thermometer has averaged 80, the highest being 98 and the lowest 62.

*Palestine, Texas.*—It has been showery on two days of the past week, the rainfall reaching sixty-eight hundredths of an inch. The crop is magnificent, and good progress is being made in picking. The thermometer has ranged from 64 to 92, averaging 78.

*Huntsville, Texas.*—We have had a light shower on one day of the past week, the rainfall reaching six hundredths of an inch. Crops are very fine, and picking is progressing finely. Average thermometer 80, highest 98, lowest 64.

*Weatherford, Texas.*—The weather has been warm and dry during all of the past week, which is just as wanted. Crops are good, and apparently no serious damage has been done by the recent rains. The thermometer has averaged 76, ranging from 59 to 93.

*Belton, Texas.*—We have had beneficial showers on two days of the past week, the rainfall reaching ninety-four hundredths of an inch. Crop prospects are first class. Satisfactory progress is being made in picking. Average thermometer 79, highest 93 and lowest 54.

*Luling, Texas.*—The weather has been warm and dry during the past week, for which planters are grateful. The crop is developing satisfactorily, and picking is making good progress. The thermometer has ranged from 65 to 94, averaging 80.

*New Orleans, Louisiana.*—It has rained on four days of

the past week, the rainfall reaching sixty-one hundredths of an inch. The thermometer has averaged 81.

*Shreveport, Louisiana.*—We have had generally fair and cooler weather during the past week. The rainfall reached but two hundredths of an inch. Crops are in a splendid condition. The thermometer has ranged from 65 to 95.

*Vicksburg, Mississippi.*—Telegram not received.

*Columbus, Mississippi.*—It has rained on three days of the past week, the rainfall reaching one inch and one hundredth. It is reported that damage from the boll worm is much feared. Average thermometer 80, highest 92 and lowest 68.

*Little Rock, Arkansas.*—Telegram not received.

*Memphis, Tennessee.*—It has rained lightly on two days of the past week, the rainfall reaching thirty-one hundredths of an inch. The thermometer has averaged 79, the highest being 89 and the lowest 61.

*Nashville, Tennessee.*—It has rained on three days of the past week, the rainfall reaching one inch and seventy hundredths. The thermometer has averaged 75, ranging from 60 to 88.

*Mobile, Alabama.*—It has been showery on two days of the past week, the rainfall reaching one inch and fifty-seven hundredths. The crop is developing promisingly. We hear rumors of the appearance of caterpillars, also of rust and shedding from a few counties, but think them of very little importance. Average thermometer 79, highest 96, lowest 71.

*Montgomery, Alabama.*—It has been showery on four days of the past week and the remainder of the week has been pleasant and hot. The rainfall reached fifty-six hundredths of an inch. Several bales of new cotton received during the week. The thermometer has ranged from 69 to 92, averaging 79.

*Selma, Alabama.*—It has rained on two days of the past week, the rainfall reaching sixty-three hundredths of an inch. It is reported that there are some complaints of rust and boll-worms. Several bales of new cotton have been received. The thermometer has averaged 77.

*Madison, Florida.*—The early part of the past week was clear and pleasant, but during the latter portion it has been rainy on three days. Crop accounts are more favorable, and picking is making good progress. The thermometer has ranged from 75 to 95, averaging 85.

*Macon, Georgia.*—It has been showery on four days of the past week. Picking has begun. Average thermometer 78, highest 91 and lowest 68.

*Columbus, Georgia.*—We have had rain on one day of the past week, the rainfall reaching twenty-five hundredths of an inch. Crop accounts are less favorable. The thermometer has ranged from 77 to 94, averaging 85.

*Savannah, Georgia.*—It has rained on two days of the past week, and the balance of the week has been pleasant. The thermometer has averaged 81, the highest being 93 and the lowest 70, and the rainfall reached one inch and forty-six hundredths.

*Augusta, Georgia.*—The weather has been warm and sultry during the past week, with heavy general rain on four days. The rainfall reached one inch and twenty-four hundredths. Accounts are good, and the crop is developing promisingly. Picking is progressing finely at some points in this section. Three bales of new cotton were received on the 15th inst. Average thermometer 80, highest 94 and lowest 69.

*Atlanta, Georgia.*—We have had rain on three days of the past week, the rainfall reaching seventy-seven hundredths of an inch. The thermometer has ranged from 66 to 89, averaging 75.

*Charleston, South Carolina.*—It has rained on three days of the past week, the rainfall reaching one inch and sixty-three hundredths. The thermometer has averaged 82, ranging from 70 to 92.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock August 17, 1882, and August 18, 1881.

Aug. 17, '82.			Aug. 18, '81.	
	Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	7	1	No gauge.
Memphis	Above low-water mark	15	4	6
Nashville	Above low-water mark	8	0	7
Shreveport	Above low-water mark	10	7	11
Vicksburg	Above low-water mark	23	8	Missing.

*SOUTH CAROLINA COTTON.*—The first bale of South Carolina cotton was received at Charleston, Friday, August 11. It came from Messrs. A. & L. Youmans of Campbellton, consigned to Messrs. Pelzer, Rodgers & Co., of Charleston, and was purchased by Messrs. Knoop, Frerichs & Co., of Charleston, for shipment to Europe. This is five days later than the first arrival last year.

*NEW SEA ISLAND COTTON.*—The first bale of new crop Sea Island cotton was received at Savannah, Friday, August 11th, by W. W. Gordon & Co. It was shipped by Ransom T. Prescott of Echols County, Ga., and classed medium Florida. The first bale of Sea Island last season was received by W. W. Gordon & Co., on August 15, and came from the same party.

*NEW LOUISIANA COTTON.*—The first bale of new crop Louisiana cotton was received at Shreveport on Tuesday, August 8, from E. A. Cormauche of Bossier parish. It classed strict middling and was sold for 15 cents per pound, to J. B. Durham. This is five days later than the date of receipt of first bale last year. A bale of new crop Louisiana cotton was received at New Orleans on Monday, August 14, from New Iberia. It classed low middling and sold for 12 cents per pound. The first bale last year was received July 31.

WEATHER RECORD FOR JULY.—Below we give the rainfall and thermometer record for the month of July and previous months of this year and the two preceding years. The figures are from the records of the Signal Service Bureau, except at points where they have no station, and at those points they are from the records kept by our own agents.

Rainfall.	April.		May.		June.		July.		April.		May.		June.		July.			
	1882	1881	1880	1882	1881	1880	1882	1881	1880	1882	1881	1880	1882	1881	1880	1882	1881	1880
VIRGINIA.																		
Norfolk—																		
Rainfall, in.	3.23	4.00	1.83	5.87	1.49	0.54	3.19	8.74	5.34	4.90	6.47	7.84						
Days of rain.	17	18	9	14	17	6	9	14	10	17	13	15						
CAROLINA.																		
Wilmington—																		
Rainfall, in.	2.27	3.47	3.53	1.40	2.11	1.84	2.96	3.48	6.93	8.89	12.40	9.20						
Days of rain.	13	10	11	9	5	14	12	10	22	10	7	16						
Greensboro—																		
Rainfall, in.	3.10	1.70	2.40	2.30	0.50	1.20	0.75	1.20	1.90	1.70	0.40	2.90						
Days of rain.	8	10	10	5	7	6	10	7	8	3	10	9						
Winston—																		
Rainfall, in.	4.25	3.00	10.00	8.03	0.17	1.39	5.64	3.10	4.48	1.05	3.85							
Days of rain.	8	7	10	4	2	4	9	11	14	4	7							
Kitty Hawk—																		
Rainfall, in.	4.92	4.97	4.83	2.23	0.80	0.60	5.06	1.73	15.36	5.00	9.04							
Days of rain.	19	11	16	17	14	3	14	9	16	12	13							
Charlotte—																		
Rainfall, in.	5.93	3.61	5.64	3.22	2.26	1.15	1.98	1.35	4.36	5.39	1.83	5.62						
Days of rain.	13	13	14	15	5	6	9	12	11	13	9	17						
Portsmouth—																		
Rainfall, in.	5.57	4.70	2.34	0.58	1.23	0.99	4.05	5.03	6.33	3.94								
Days of rain.	17	8	9	7	3	4	9	7	10	10								
Maryville—																		
Rainfall, in.	5.30	4.20	9.30	4.02	2.20	4.50	6.35	2.90	8.20	3.55	5.30							
Days of rain.	8	11	14	13	7	6	5	32	4	7								
Ridgefield—																		
Rainfall, in.	2.90	5.40	2.10	3.00	2.40	3.00	3.90	1.00	2.00	5.30	1.60	4.70						
Days of rain.	8	7	6	12	4	3	4	5	7	5	10	8						
Wilson—																		
Rainfall, in.	4.52	—	—	5.46	—	—	1.71	—	—	10.40	—	—						
Days of rain.	10	—	—	10	—	—	5	—	—	13	—	—						
Kingsport—																		
Rainfall, in.	13.00	—	—	3.03	—	—	6.63	—	—	10.50	—	—						
Days of rain.	10	—	—	7	—	—	6	—	—	10	—	—						
S. CAROLINA.																		
Charleston—																		
Rainfall, in.	2.72	3.33	3.63	1.82	0.48	0.90	9.12	1.47	2.18	5.35	4.99	5.77						
Days of rain.	8	14	10	7	5	4	5	15	10	5	13	7						
GEORGIA.																		
Augusta—																		
Rainfall, in.	4.77	4.71	5.73	3.70	1.35	2.98	4.12	2.11	1.54	3.86	3.48	5.98						
Days of rain.	8	15	15	9	7	8	12	12	8	17	6	17						
Atlanta—																		
Rainfall, in.	2.92	3.71	5.75	2.54	1.15	4.26	1.55	2.98	5.30	9.12	0.74	2.47						
Days of rain.	8	9	12	5	5	7	8	5	8	12	4	6						
Savannah—																		
Rainfall, in.	2.94	3.32	4.49	1.60	0.83	2.53	7.95	0.91	2.30	3.58	1.25	7.24						
Days of rain.	12	12	7	6	8	11	11	11	20	11	19							
Atlanta—																		
Rainfall, in.	4.59	7.65	4.50	2.43	3.27	11.84	5.22	5.97	0.45	9.28	3.00	5.43						
Days of rain.	3	4	7	6	5	5	9	8	2	8	4	10						
Macon—																		
Rainfall, in.	2.06	4.94	4.35	2.94	1.00	3.22	4.02	2.97	1.41	3.03	3.71	1.67						
Days of rain.	7	5	5	5	1	4	16	10	6	14	4	7						
Rome—																		
Rainfall, in.	3.62	3.35	9.25	2.75	4.47	1.63	1.65	3.05	2.35	4.35	1.40	3.15						
Days of rain.	5	5	5	3	7	4	7	4	6	11	3	4						
Thomasville—																		
Rainfall, in.	2.93	3.53	4.51	0.60	10.81	8.00	4.77	3.84	—	—	2.99	4.55						
Days of rain.	10	8	8	7	—	11	13	10	8	—	9	18						
Fayettville—																		
Rainfall, in.	4.38	4.52	3.02	0.91	3.15	5.98	4.07	9.04	5.77	2.05	1.99							
Days of rain.	11	11	9	5	10	13	11	8	12	4	8	17						
FLORIDA.																		
Jacksonville—																		
Rainfall, in.	5.23	4.57	1.05	2.20	2.81	6.24	5.14	7.07	3.98	3.04	0.90	6.29						
Days of rain.	12	8	9	13	8	11	17	6	13	23	17	17						
Cedar Keys—																		
Rainfall, in.	3.00	3.45	0.73	1.71	2.25	4.94	6.58	2.40	4.55	5.05	2.93	7.77						
Days of rain.	10	5	4	10	5	12	14	9	4	14	6	15						
ALABAMA.																		
Montgomery—																		
Rainfall, in.	5.03	4.53	3.42	2.04	1.41	7.07	3.98	3.04	0.90	6.29	2.18	3.17						
Days of rain.	11	8	13	10	11	14	13	11	8	21	9	14						
Mobile—																		
Rainfall, in.	9.92	9.21	2.09	0.78	1.44	5.62	2.40	4.58	5.05	9.53	2.77	4.92						
Days of rain.	11	11	12	10	8	16	15	11	21	24	15	19						
Greenwood—																		
Rainfall, in.	8.18	5.03	—	2.01	1.96	—	2.45	3.87	4.21	7.02	1.73	2.00						
Days of rain.	8	4	—	4	5	—	3	5	7	12	4	2						
LOUISIANA.																		
New Orleans—																		
Rainfall, in.	4.83	3.92	6.88	6.83	3.20	6.55	2.71	2.84	0.43	6.84	0.97	11.21						
Days of rain.	12	7	10	11	10	14	11	20	12	17	6	21						
Savannah—																		
Rainfall, in.	5.44	2.81	8.43	4.59	8.63	3.21	0.65	0.38	2.74	11.38	3.17	10.97						
Days of rain.	13	7	10	11	13	12	3	3	16	15	6	13						
MISSISSIPPI.																		
Fayette—																		
Rainfall, in.	4.50	4.20	13.40	7.20	3.80	2.30	1.60	1.30	3.00	4.20	2.20	5.10						
Days of rain.	9	5	10	16	8	3	4	10	13	6	9	5						
Columbus—																		
Rainfall, in.	9.24	3.73	10.20	3.13	5.12	3.22	1.77	3.82	3.77	4.00	0.98	4.38						
Days of rain.	11	6	11	6	12	9	4	8	—	14	3	11						
Vicksburg—																		
Rainfall, in.	5.44	1.48	9.00	8.30	4.39	5.99	0.40	1.94	6.36	10.19	2.30	9.79						
Days of rain.	6	6	13	12	10	11	7	8	4	10	6	13						
Brownwood—																		
Rainfall, in.	8.75	2.73	—	8.95	4.75	1.80	3.45	4.38	2.30	13.33	2.10	6.70						
Days of rain.	10	5	—	5	4	8	4	4	14	5	9	6		</td				

Thermometer.	April.			May.			June.			July.		
	1882	1881	1880	1882	1881	1880	1882	1881	1880	1882	1881	1880
<b>ARKANSAS.</b>												
<i>Little Rock.</i> —												
Highest..	85° 0	80° 0	92° 0	88° 0	85° 0	89° 0	90° 0	94° 0	90° 0	94° 0	100° 0	94° 0
Lowest..	41° 0	23° 0	40° 0	48° 0	58° 0	44° 0	53° 0	62° 0	59° 0	62° 0	62° 0	62° 0
Average..	61° 0	62° 0	64° 0	65° 0	71° 0	73° 0	78° 0	75° 0	75° 0	81° 0	78° 0	
<i>Mount Ida.</i> —												
Highest..	84° 0	88° 0	...	86° 0	88° 0	88° 0	93° 0	94° 0	88° 0	92° 0	98° 0	94° 0
Lowest..	84° 0	24° 0	...	38° 0	62° 0	43° 0	42° 0	65° 0	60° 0	50° 0	55° 0	59° 0
Average..	62° 0	60° 0	...	65° 0	70° 0	71° 2	75° 0	77° 5	73° 7	76° 0	83° 0	76° 0
<b>TENNESSEE.</b>												
<i>Nashville.</i> —												
Highest..	84° 1	84° 0	87° 0	87° 4	91° 5	90° 0	95° 9	97° 5	98° 0	91° 2	101° 3	95° 0
Lowest..	36° 5	29° 0	33° 0	41° 5	51° 0	40° 0	49° 8	55° 0	53° 0	58° 4	60° 4	59° 0
Average..	61° 6	57° 5	63° 3	68° 4	74° 2	76° 6	78° 7	77° 9	76° 0	82° 6	78° 4	
<i>Memphis.</i> —												
Highest..	88° 0	87° 0	87° 0	90° 0	92° 0	91° 0	97° 5	100° 0	98° 0	93° 0	99° 0	95° 0
Lowest..	41° 0	27° 0	39° 0	49° 0	59° 0	45° 0	55° 0	63° 0	59° 0	60° 0	67° 0	63° 0
Average..	63° 3	60° 0	64° 9	67° 1	74° 1	73° 0	79° 1	81° 5	77° 0	83° 2	79° 0	
<i>Ashewood.</i> —												
Highest..	88° 0	85° 0	...	88° 0	90° 0	88° 0	97° 0	98° 0	98° 0	92° 0	102° 0	94° 0
Lowest..	38° 0	22° 0	...	42° 0	52° 0	40° 0	70° 0	54° 0	68° 0	58° 0	62° 0	58° 0
Average..	62° 0	56° 0	...	66° 0	71° 0	64° 0	88° 5	75° 0	76° 5	73° 3	82° 0	76° 0
<i>Austin.</i> —												
Highest..	86° 0	83° 0	...	84° 0	91° 0	90° 0	94° 0	94° 0	95° 0	98° 0	102° 0	94° 0
Lowest..	30° 0	24° 0	...	42° 0	54° 0	40° 0	53° 0	61° 0	58° 0	58° 0	72° 0	67° 0
Average..	61° 8	55° 9	...	65° 9	72° 3	72° 5	75° 6	77° 0	78° 0	83° 1	76° 0	
<b>TEXAS.</b>												
<i>Galveston.</i> —												
Highest..	82° 5	82° 0	81° 0	87° 0	89° 0	90° 0	91° 5	94° 0	91° 0	91° 0	92° 0	92° 0
Lowest..	53° 0	47° 0	58° 0	62° 0	64° 0	59° 0	70° 0	73° 0	68° 0	71° 0	70° 0	69° 0
Average..	72° 5	68° 1	71° 4	73° 2	77° 5	77° 7	81° 3	85° 0	81° 5	82° 9	81° 9	83° 1
<i>Indiana.</i> —												
Highest..	86° 9	85° 0	87° 0	90° 0	93° 2	91° 0	93° 0	95° 6	93° 0	91° 1	99° 1	94° 0
Lowest..	48° 6	40° 0	49° 0	60° 0	61° 2	59° 0	68° 7	70° 8	62° 0	73° 0	73° 5	69° 0
Average..	73° 1	69° 3	72° 7	75° 8	77° 7	78° 0	81° 1	85° 0	82° 9	83° 0	84° 6	82° 7
<i>Pearl River.</i> —												
Highest..	86° 5	91° 0	84° 0	86° 0	93° 0	97° 0	96° 0	104° 0	97° 0	98° 0	108° 0	100° 0
Lowest..	43° 5	35° 0	42° 0	50° 0	56° 0	54° 0	55° 0	65° 0	64° 0	63° 0	69° 0	63° 0
Average..	73° 0	68° 9	69° 6	69° 5	76° 3	76° 6	...	86° 2	80° 5	79° 8	85° 7	82° 0
<i>New Ulm.</i> —												
Highest..	91° 0	91° 0	...	91° 0	93° 0	94° 0	96° 0	102° 0	94° 0	98° 0	103° 0	97° 9
Lowest..	49° 9	37° 0	...	58° 0	62° 0	54° 0	61° 0	69° 0	68° 0	70° 0	69° 0	69° 0
Average..	71° 2	69° 0	73° 4	73° 5	77° 7	75° 0	80° 3	79° 2	79° 2	82° 0	84° 1	89° 7
<i>San Antonio.</i> —												
Highest..	93° 0	88° 0	90° 0	94° 0	93° 0	98° 0	102° 0	100° 0	97° 0	101° 0	101° 0	98° 0
Lowest..	41° 0	36° 0	48° 0	58° 0	58° 4	55° 0	62° 0	66° 5	68° 0	68° 0	67° 0	69° 0
Average..	52° 0	69° 4	71° 8	73° 5	76° 4	77° 8	...	86° 2	88° 5	83° 5	84° 6	82° 0
<i>Denison.</i> —												
Highest..	94° 0	98° 0	98° 0	97° 0	98° 0	95° 0	102° 5	101° 0	96° 0	105° 6	109° 0	101° 0
Lowest..	40° 0	27° 0	38° 0	49° 0	62° 1	53° 0	57° 0	65° 0	62° 0	65° 0	68° 0	62° 0
Average..	65° 3	64° 6	63° 0	67° 9	73° 7	75° 3	79° 5	84° 4	76° 8	77° 4	85° 2	79° 7
<i>Decatur.</i> —												
Highest..	90° 0	96° 0	99° 0	86° 0	92° 0	93° 0	102° 0	104° 0	96° 0	104° 0	105° 0	100° 0
Lowest..	38° 0	30° 0	39° 0	45° 0	57° 0	54° 0	42° 0	66° 0	61° 9	65° 0	70° 0	62° 0
Average..	64° 6	65° 1	71° 9	66° 3	73° 8	73° 7	80° 8	83° 9	77° 2	76° 6	85° 4	80° 9

\* The figures for 1881 and 1880 are from Corsicana.

The following remarks accompany the month's weather reports for July, 1882:

*Kitty Hawk, N. C.*—Growth of crops retarded by heavy rains.

*Raleigh, N. C.*—July may be set down as a wet month. The weather was often muggy.

*Wilson, N. C.*—There has been rather too much rain for cotton. It has grown wonderfully for the last month, and the prospects for a good crop are very flattering. Rainfall on the evening and night of the 31st, 2-30 inches.

*Kelly's Cove, N. C.*—Cotton looks fine, and I think the crop will be an average one. Cotton, although late, is now looking well and bolling finely.

*Augusta, Ga.*—Crop reports indicate a very good yield of cotton in this district.

*Atlanta, Ga.*—The month has been exceedingly favorable for crops of all kinds.

*Savannah, Ga.*—The comparative temperature during July for the past twelve years has been as follows: 1871, 81° 7; 1872, 82; 1873, 80° 5; 1874, 79; 1; 1875, 84; 6; 1876, 84; 7; 1877, 84; 1; 1878, 83; 4; 1879, 83; 3; 1880, 83; 4; 1881, 84; 7; 1882, 81; 5. The monthly rainfall during the same time was, in 1871, 3-6 inches; 1872, 4-6; 1873, 5-4; 1874, 10-12; 1875, 1-5; 1876, 6-11; 1877, 5-6; 1878, 6-37; 1879, 2-49; 1880, 7-24; 1881, 1-25; 1882, 3-53.

*Columbus, Ga.*—Too much rain. Cotton weed too rank and sappy. Maturity much retarded. Caterpillars on river and creek bottom lands, but have done no damage yet. There is more complaint of bollworm than caterpillars at present. Fair weather and hot sun in August would greatly improve the prospect.

*Macon, Ga.*—No violent storms this month. The cotton plant is fruiting well, and prospects are good for a fine yield. We are having good growing weather. The average temperature during July for the past six years has been as follows: 1882, 79° 0; 1881, 84° 0; 1880, 82° 0; 1879, 90° 0; 1878, 85° 0; 1877, 85° 0.

*Forsyth, Ga.*—The weather has been quite favorable during the month. There has been a decided improvement in the prospects of the cotton crop.

*Montgomery, Ala.*—The unprecedented frequency of rain and cloudiness during this month has excited fear that the cotton plant will be attacked by "rust," caused by want of sunshine, or worms, which are developed by excessive moisture.

*Greene Springs, Ala.*—Not one clear day during July.

*New Orleans, La.*—The average temperature compared with previous years is as follows: July, 18-2, 80° 5; 1881, 84° 4; 1880, 81° 7; 1879, 82° 9; 1878, 84° 1; 1877, 83° 7; 1876, 83° 4; 1875, 81° 8; 1874, 81° 4; 1873, 82-4.

*Shreveport, La.*—Crops reported as being in very fine condition, but more rain at present would be very injurious to cotton.

*Peyton, Miss.*—This has been a very quiet month at this station, and the showers generally have been light—in fact, we have not had enough here until very lately, but at some places it has fallen in torrents, and the fields are too wet to work.

*Brookhaven, Miss.*—The weather during the month has been very disagreeable and somewhat stormy, although nothing serious that I have heard of. There has been too much rain for the farmers. Everything bad in the grass, and impossible to work on account of wet.

*Nashville, Tenn.*—First cotton blooms were brought to Nashville on the 4th by Mr. J. G. Brown, from Gladesville, Wilson County, Tenn. The average temperature during July for a number of years compares as follows: 1871, 80° 3; 1872, 79° 6; 1873, 80° 0; 1874, 83° 4; 1875, 81° 3; 1876, 80° 9; 1877, 81° 1; 1878, 82° 0; 1879, 83° 5; 1880, 78° 4; 1881, 82° 6; 1882, 76° 0. The rainfall for the month during the same years was, in 1871, 1-58 inches; 1872, 4-90; 1873, 4-63; 1874, 2-65; 1875, 8-12; 1876, 7-15; 1877, 3-25; 1878, 9-43; 1879, 8-47; 1880, 5-69; 1881, 0-86; 1882, 4-00.

*Ashwood, Tenn.*—Barley and wheat all threshed. Best general yield for years. All through this (Mawry) county we have had seasonable rains, and corn is looking splendid—now in roasting ear. Cotton doing well.

*Austin, Tenn.*—No storm or drought. Some damage to wheat from rain, but not enough to report. This is by 50 per cent the largest wheat crop ever made. Quality fine.

*Indianola, Texas.*—Slightly drouthy during the month. Mean temperature a little below the average.

*Denison, Texas.*—Crop backward in this section on account of heavy rains and cool weather.

*Decatur, Texas.*—Cotton looking well, but trouble anticipated from the bollworm. Corn all made, and in this section will average 55 bushels to the acre.

**COTTON EXCHANGE.**—Mr. Alexander H. Greene, of Wilmington, N. C., and Mr. R. Loeliger, of the firm of E. Larue & Co., of Havre and New Orleans, have been elected members. There is one application for membership, two members have posted their intention to transfer their seats, and one seat is offered on the Board for sale.

The following gentlemen have been introduced as visitors:

Col. J. F. White, Selma, Ala.  
M. B. Haughton, Union Springs, do.  
John B. Labrusse, New Orleans.  
U. B. Frost, La Grange.  
H. H. McClure, Rome, Ga.  
M. B. Hodden, La Grange.  
I. I. Harwell, do.  
Samuel Martin, Atlanta, Ga.  
L. L. Johnston, Rock Hill.  
J. S. Raine, Atlanta, Ga.  
L. M. Falk, Decatur, Ala.  
W. P. LeGrand, Montgomery, Ala.  
J. F. Minis, Savannah.  
J. J. Wilder, do.  
S. W. Elliott, Liverpool.  
W. S. Reese, Montgomery, Ala.  
Col. G. W. Scott, Atlanta, Ga.

**JUTE BUTTS, BAGGING, &C.**—Bagging has not changed since our last report, and the market continues very steady. The demand, though not for large lots, is quite active for the season, and considerable goods are being placed. Sellers will not name anything less than a full figure, and at the close the lowest that is quoted is 7 1/2 c. for 1 1/2 lbs, 8 1/4 c. for 1 1/4 lbs, 9 c. for 2 lbs, and 10 c. for standard grades. Butts are not active, but in a small way the trade has been fair and the market is steady. About 2,000 bales have found purchasers, and sellers are asking 2 1/2 c. for paper grades, while bagging qualities are quoted at 2 1/2 c. for 2 1/2 c.

**COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.**—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1881, has been as follows.

**Monthly Receipts.**

1881.	1880.	1879.	1878.	1877.	1876.
Sept'mbr 425,770	455,478	333,643	288,848	98,491	236,868
October 837,349	968,318	888,492	889,264	578,533	675,260
Novemb' 951,078	1,006,501	942,272	779,237	822,493	901,392
Decemb' 983,440	1,020,802	956,464	893,684	900,119	787,769
January 543,912	571,701	647,140	618,727	689,610	500,680
February 291,992	572,723	447,918	566,824	472,054	449,866
March 257,099	476,582	261,913	303,955	340,525	189,337
April 147,595	284,246	159,025	167,450	197,965	100,194
May 113,573	190,054	110,006	84,299	96,314	68,339
June 68,779	131,871	88,455	29,474	42,142	36,030
July 36,890	78,572	54,258	13,988	20,240	17,631

Total year 4,657,377 5,759,853 4,891,586 4,435,737 4,258,486 3,957,386

**Per cent of tot. port receipts July 31.** 98.05 97.79 99.74 97.99 98.00

This statement shows that up to July 31 the receipts at the ports this year were 1,102,476 bales less than in 1880-81 and 234,209 bales less than at the same time in 1879-80. By adding to the above totals to July 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

1881-82.	1880-81.	1879-80.	1878-79.	1877-78.	1876-77.
Tot. Jy. 31 4,657,377	5,759,853	4,891,586	4,435,737	4,258,486	3,957,386
Aug. 1 635	3,592	8	419	135	421
" 2 465	2,838	1,519	507	1,463	264
" 3 533	2,477	2,394	8	395	861
" 4 2,014	3,058	1,191	562	8	452
" 5 711	3,705	1,303	69	596	839
" 6 8	1,783	1,591	330	509	839
" 7 764	8	1,526	666	529	618
" 8 586	3,124	8	1,182	340	364
" 9 609	1,900	1,298	527	700	245
" 10 3,9	1,615	1,444	8	468	331
" 11 1,912	2,				

the percentages of total port receipts which had been received to August 18 in each of the years named.

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to Aug. 17.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Conti- nent.	Total.	Great Brit'n.	Conti- nent.	Total.	This Week.	Since Jan. 1.
1882	3,000	1,000	4,000	719,000	586,000	1,305,000	7,000	1,586,000
1881	2,000	1,000	3,000	232,000	528,000	804,000	10,000	1,137,000
1880	3,000	3,000	6,000	352,000	477,000	829,000	8,000	1,061,000
1879	6,000	6,000	12,000	244,000	329,000	573,000	2,000	772,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 3,000 bales, and an increase in shipments of 1,000 bales, and the shipments since January 1 show an increase of 501,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEE.

Year.	Shipments this week.			Shipments since January 1.			Receipts.	
	Great Brit'n.	Conti- nent.	Total.	Great Brit'n.	Conti- nent.	Total.	This Week.	Since Jan. 1.
1882	4,000	1,000	5,000	268,000	138,000	401,000		
1881	4,000	1,000	5,000	170,000	63,000	238,000		
1880	7,000	7,000	14,000	198,000	79,000	277,000		
1879	7,000	7,000	14,000	183,000	101,000	259,000		

The above totals for this week show that the movement from the ports other than Bombay is — bales — than same week last year. For the whole of India, therefore, the total shipments this week and since Jan. 1, 1882, and for the corresponding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1882.		1881.		1880.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	4,000	1,305,000	3,000	804,000	3,000	829,000
All other p'rts.	5,000	404,000	5,000	238,000	.....	277,000
Total	9,000	1,709,000	8,000	1,042,000	3,000	1,106,000

This last statement affords a very interesting comparison of the total movement for the week ending Aug. 17 and for the three years up to date, at all India ports.

**ALEXANDRIA RECEIPTS AND SHIPMENTS.**—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, August 17.	1881-82.		1880-81.		1979-80.	
	Receipts (cantars)— This week...	Since Sept. 1	Receipts (cantars)— This week...	Since Sept. 1	Receipts (cantars)— This week...	Since Sept. 1
	2,831	720		2,775,000		3,204,000
	<i>This week.</i>	<i>Since Sept. 1.</i>	<i>This week.</i>	<i>Since Sept. 1.</i>	<i>This week.</i>	<i>Since Sept. 1.</i>
Exports (bales)—						
To Liverpool	245,900		1,250	250,000	500	292,530
To Continent	176,271		154,703		241	177,633
Total Europe	422,171		1,250	404,703	741	470,163

\* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Aug. 17 were — cantars and the shipments to all Europe were — bales.

**MANCHESTER MARKET.**—Our report received from Manchester to-night states that the market is quiet with a limited business, and that prices for yarns are slightly lower. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1882.			1881.		
	32s Cop. Twist.	8½ lbs. Shirtings.	Cottn Mid. Upl's	32s Cop. Twist.	8½ lbs. Shirtings.	Cottn Mid. Upl's
Jne 16	d. a. d. a. d.	d. a. d. a. d.	d. a. d. a. d. a. d.	d. a. d. a. d. a. d.	d. a. d. a. d. a. d.	d. a. d. a. d. a. d.
" 23	9½ @ 10½	6 6 @ 8 0	6 3½	8½ @ 9½ 6 5½ @ 7	8½ @ 9½ 6 5½ @ 7	8½ @ 9½ 6 5½ @ 7
" 30	9½ @ 10½	6 4½ @ 7 10½	6 7½	8½ @ 9½ 6 5½ @ 7	8½ @ 9½ 6 5½ @ 7	8½ @ 9½ 6 5½ @ 7
July 7	9½ @ 10½	6 4½ @ 7 10½	6 7½	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0
" 14	9½ @ 10½	6 4½ @ 7 10½	6 15½	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0
" 21	9½ @ 10½	6 4½ @ 7 10½	6 15½	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0
" 28	9½ @ 10½	6 6 @ 8 0	7 1½	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0
Aug. 4	9½ @ 10½	6 6 @ 8 0	7	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0
" 11	9½ @ 10½	6 6 @ 8 0	7 1½	8½ @ 9½ 6 5½ @ 7	8½ @ 9½ 6 5½ @ 7	8½ @ 9½ 6 5½ @ 7
" 18	9½ @ 10½	6 6 @ 8 0	7 1½	8½ @ 9½ 6 5½ @ 7	8½ @ 9½ 6 5½ @ 7	8½ @ 9½ 6 5½ @ 7
" 25	9½ @ 10½	6 6 @ 8 0	7 1½	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0
" 32	9½ @ 10½	6 6 @ 8 0	7 1½	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0	9 @ 9½ 6 9 @ 8 0

The EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 9,146 bales, against 13,824 bales last week. Below we give our usual table showing the exports of cotton from New York and other direction, for each of the last four weeks; also the total exports and direction since September 1, 1881, and in the last column the total for the same period of the previous year:

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1881.

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	July	Aug. 2.	Aug. 9.	Aug. 16.		
Liverpool	3,829	6,998	9,886	5,641	432,358	338,804
Other British ports	.....	.....	1,495	600	26,567	21,422
<b>TOTAL TO GREAT BRITAIN</b>	<b>3,829</b>	<b>6,998</b>	<b>11,381</b>	<b>6,241</b>	<b>458,925</b>	<b>410,226</b>
Havre	414	35	71	315	33,639	37,037
Other French ports	.....	7	.....	.....	7	1,609
<b>TOTAL FRENCH</b>	<b>414</b>	<b>42</b>	<b>71</b>	<b>315</b>	<b>33,646</b>	<b>38,646</b>
Bremen and Hanover	1,030	562	300	132	57,609	42,170
Hamburg	500	300	1,300	1,350	27,443	22,768
Other ports	2,032	1,743	772	1,108	22,812	39,597
<b>TOTAL TO NORTH. EUROPE</b>	<b>3,562</b>	<b>2,605</b>	<b>2,372</b>	<b>2,590</b>	<b>107,864</b>	<b>104,533</b>
Spain, Op'rt, Gibraltar, &c.	.....	751	.....	.....	8,550	11,724
All other	.....	751	.....	.....	3,259	2,274
<b>TOTAL SPAIN, &amp;c.</b>	<b>.....</b>	<b>751</b>	.....	.....	<b>11,800</b>	<b>13,998</b>
<b>GRAND TOTAL</b>	<b>7,805</b>	<b>10,396</b>	<b>13,824</b>	<b>9,146</b>	<b>617,241</b>	<b>567,405</b>

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1881:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.						
N. Orleans	2,276	221,519	.....	.....	.....	.....	.....	.....
Texas	438	131,696	.....	3,676	.....	.....	.....	.....
Savannah	310	245,393	66	37,909	5	31,430	.....	80,334
Mobile	.....	.....	4,863	.....	.....	.....	.....	.....
Florida	7,264	.....	2,226	.....	.....	.....	.....	.....
S. Carolina	145	50,691	69	.....	.....	100	27,587	.....
Virginia	467	189,031	165	55,872	434	86,221	19,175	.....
North. p'ts	2,682	2,682	976	115,692	56	236,632	132	1,664
Tenn. &c.	972	163,324	577	236,632	2,609	270,251	1,200	1,200
Foreign	4,937	.....	.....	.....	.....	.....	.....	.....
This year	4,614	*	1,784	456,919	389	534	239,437	.....
Last year	6,613	*	1,533	425,247	983	5	2,609	270,251
	1,203,261	*	11,143,338	*	113,344	*	100,961	.....

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* reports, have reached 14,358 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

Liverpool	Glas. pool.	Havre.	Bre. men.	Ham. burg.	Amster. dam.	Vera Cruz.	Total.
New York	5,611	600	315	1,350	1,108	9,148	5,641
N. Orleans	2,100	.....	.....	.....	.....	687	2,787
Baltimore	417	.....	.....	.....	.....	447	447
Boston	778	.....	.....	.....	.....	778	778
Philadelphia	1,200	.....	.....	.....	.....	1,200	1,200
Total	10,168	600	315	1,350	1,108	687	14,358

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, etc.:

ILLYRUS, steamer, before reported, at Liverpool, from Boston via New York. The fire broke out on July 31 in the cotton between decks, but was got under control in two hours. The cotton in the starboard 'tween decks was said to be considerably damaged.

Cotton freights the past week have been as follows:

Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
5 32 @ 7 32	5 32 @ 7 32	1 8 @ 5 32	1 8 @ 5 32	1 8 @ 5 32	1 8 @ 5 32
Do sail...d.	.....	.....	.....	.....	.....
Havre, steam...c.	3 8 @ 1 2*	3 8 @ 1 2*	3 8*	3 8*	3 8*
Do sail...c.	.....	.....	.....	.....	.....
Bremen, steam...c.	3 8 @ 1 2*	3 8 @ 1 2*	5 16*	5 16*	5 16*
Do sail...c.	.....	.....	.....	.....	.....
Hamburg, steam.d.	5 16*	5 16*	5 16*	5 16*	5 16*
Do sail...d.	.....	.....	.....	.....	.....
Anst'd'm, steam.c.	5 16 @ 3 8*	5 16 @ 3 8*	5 32*	5 32*	5 32*
Do sail...c.	.....	.....	.....	.....	.....
Baltic, steam...c.	1 4 @ 5 16*	1 4 @ 5 16*	2 8*	2 8*	2 8*
Do sail...c.	.....	.....	.....	.....	.....
Barcel'na, steam.c.	9 16*	9 16*	9 16*	9 16*	9 16*
Do sail...c.	.....	.....	.....	.....	.....

\* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port:



## Rail and lake shipments from same ports for last four weeks:

Week ending	Flour, bushels	Wheat, bushels	Corn, bushels	Oats, bushels	Barley, bushels	Rye, bushels
Aug. 12...	152,777	2,322,874	957,536	569,371	7,992	43,383
Aug. 5...	149,512	3,235,951	1,092,692	725,125	10,927	14,416
July 29...	149,823	2,884,712	1,361,762	417,394	8,870	67,679
July 22...	110,107	2,258,131	1,171,736	503,196	3,770	14,523

Total, 4 wks. 502,219 10,781,668 4,583,776 2,215,086 31,559 140,006  
4 wks '81 712,138 4,750,173 11,593,520 4,142,179 27,898 97,493

## Receipts of flour and grain at seaboard ports for the week ended Aug. 12:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	113,977	1,269,252	125,522	417,910	1,100	256
Boston	55,135	205,130	63,200	17,385	—	500
Portland	1,600	—	8,100	1,500	—	—
Montreal	11,447	411,321	—	3,813	500	—
Philadelphia	11,810	514,000	74,500	54,400	—	1,000
Baltimore	22,986	1,818,053	24,460	13,332	—	1,560
New Orleans	20,603	225,504	3,270	28,882	—	—

Total week... 237,568 4,437,260 300,052 537,272 1,600 3,316  
Cor. week '81... 233,153 2,383,431 2,293,114 1,116,590 550 4,184

Total receipts at same ports from Dec. 26, 1881, to Aug. 12, 1882, as compared with the previous three years:

	1881-82.	1880-81.	1879-80.	1878-79.
Flour.....bbls.	6,664,746	7,983,094	5,790,916	6,115,930
Wheat.....bush.	35,449,670	56,892,600	69,237,262	71,164,219
Corn.....bush.	21,637,431	71,183,319	96,958,970	72,789,223
Oats.....bush.	14,978,258	17,208,932	14,373,517	13,200,000
Barley.....bush.	2,249,203	2,026,433	1,589,867	1,751,295
Rye.....bush.	1,022,615	907,072	947,603	2,362,223

Total grain... 75,375,182 148,218,386 183,107,219 161,236,963

## Exports from United States seaboard ports for week ending Aug. 12, 1882:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Pearls, bush.
New York	82,973	1,617,558	32,032	1,175	12,351	3,796
Boston	29,193	227,197	170	—	—	—
Portland	—	—	—	—	—	—
Montreal	17,654	362,335	—	—	—	113
Philadelphia	5,900	456,830	—	—	—	—
Baltimore	10,645	1,314,223	800	—	—	—
New Orleans	4,452	239,943	3,223	—	—	—

Total for w'k 150,822 4,218,096 36,225 1,175 12,351 3,909  
Same time '81. 93,510 2,521,261 1,583,437 41,997 6,507 23,350

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Aug. 12, 1882, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	1,316,759	633,671	229,752	1,204	272,635
Do. afloat (est.)	500,000	—	—	—	—
Albany	—	20,000	10,000	—	25,000
Buffalo	487,847	579,200	—	—	5,588
Chicago	574,540	1,361,051	92,166	4,577	94,906
Milwaukee	63,426	—	975	13,981	16,618
Duluth	94,216	—	—	—	—
Toledo	40,475	57,155	8,437	—	3,600
Detroit	115,952	34,923	7,620	1,549	—
Oswego	50,000	145,000	—	—	—
St. Louis	759,391	259,680	201,442	—	2,335
Boston	214,640	56,513	24,228	750	716
Toronto	111,497	—	2,195	5,432	5,525
Montreal	188,474	—	24,264	2,381	38,134
Philadelphia	368,767	37,398	48,680	—	—
Peoria	1,112	82,819	11,595	959	77,792
Indianapolis	129,200	44,300	7,300	—	7,300
Kansas City	227,559	43,904	8,110	—	14,226
Baltimore	1,057,365	170,761	—	—	—
Down Mississippi	365,991	5,971	602	—	—
On rail	1,355,344	387,433	557,904	7,992	35,383
On lake	2,106,634	1,103,834	10,865	—	8,000
On canal	2,424,000	314,000	—	—	7,987

Tot. Aug. 12, '82. 13,483,325 5,339,623 1,244,155 38,825 615,745  
Tot. Aug. 5, '82. 15,139,057 6,193,078 1,672,077 57,542 601,965  
Tot. July 29, '82. 13,570,341 6,274,023 1,267,087 72,364 667,493  
Tot. July 22, '82. 10,942,268 6,021,951 1,187,234 100,817 605,107  
Tot. July 15, '82. 8,947,865 6,000,134 1,312,819 65,932 637,287  
Tot. Aug. 13, '81. 17,405,069 16,045,101 7,259,343 104,784 298,728

In the CHRONICLE of two weeks ago, a pressure on our columns induced the printer to leave out one of the breadstuffs tables, which, considering that it covered the full 52 weeks of the crop year, many of our readers desire for reference. We accordingly give it here. It shows the receipts of flour and grain at Western Lake and River ports from August 1 to July 29 in the last four years.

	1881-82.	1880-81.	1879-80.	1878-79.
Flour.....bbls.	7,754,393	8,792,281	6,611,064	6,479,495
Wheat.....bush.	50,319,235	82,620,266	92,457,243	96,096,641
Corn.....bush.	108,223,131	130,690,022	133,720,759	95,900,511
Oats.....bush.	37,865,370	47,583,119	31,350,667	33,034,579
Barley.....bush.	12,140,207	11,859,110	10,468,430	9,582,482
Rye.....bush.	3,878,094	3,451,193	4,215,030	4,867,883

Total..... 212,456,037 276,223,710 272,218,179 239,491,397

## THE DRY GOODS TRADE.

FRIDAY, P. M., August 18, 1882.

The demand at first hands has been somewhat irregular the past week, the prevailing warm weather having militated against the distribution of certain fall and winter fabrics. There was, however, a fair movement in staple cotton and woolen goods, as the result of new business and in execution of former orders, and a rather more active demand was developed for imported silks, dress goods, &c. The jobbing trade was uneven, and while a good business was done with Southern and Southwestern retailers, the distribution to other sections of

the country was comparatively light, as usual at this early stage of the season. Values of nearly all domestic and foreign fabrics are firmly maintained, and a feature of the week was a general advance upon standard ginghams that were marked down a few weeks ago.

**DOMESTIC COTTON Goods.**—The exports of cotton goods for the week were 3,481 packages, including 2,556 to Great Britain, 274 to Brazil, 246 to United States of Colombia, 108 to Hayti, 81 to Venezuela, 50 to Chili, etc. There was a steady demand for relatively small parcels of brown, bleached and colored cottons at agents' hands, and a very fair business was reported in package and assorted lots by leading jobbers. Cotton flannels were in good request, and low grades were advanced  $\frac{1}{4}$  cent per yard in some cases. Grain bags continued active and in meagre supply. Prices of cotton goods generally are very firm but quotations are unchanged. Print cloths were in moderate demand at 3 $\frac{1}{2}$  cent less  $\frac{1}{2}$  per cent for 64x64s and 3 $\frac{1}{2}$  cent for 56x60s. Prints were in irregular request, and upon the whole less active, but there was a fair movement in sateen styles and other specialties. Ginghams were moderately active, and standard staples and fancies were advanced  $\frac{1}{2}$  cent per yard. Cotton dress goods were slow of sale and somewhat irregular in price, but shirtings were in steady demand.

**DOMESTIC WOOLEN Goods.**—Aside from a few specialties, in which there was a fair business, the woolen goods market has not displayed much animation, but prices were steadily maintained along the whole line. Heavy clothing woolens were mostly quiet, but some fair orders were placed by the clothing trade for spring cassimeres, suitings, worsted coatings, &c., for future delivery. Overcoatings were in light request, but cloakings were distributed in considerable quantities at generally firm prices, and agents continued to make fair deliveries of repellents on account of back orders. Satinets and Kentucky jeans were in irregular and rather moderate demand. Flannels and blankets met with fair aggregate sales, but transactions were individually light. Dress flannels and sackings were fairly active, and leading makes are closely sold up to production. Worsted and all-wool dress goods were in pretty good demand, and shawls, skirts, hose, knit underwear and fancy knit woolens were severally in fair request.

**FOREIGN DRY Goods.**—The imports of dry goods at this port for the week ending Aug. 17, 1882, and since January 1, and the same facts for the corresponding periods of 1881, are as follows:

Manufactures of—	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882 AND 1881.		WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.	
	Aug. 18, 1881.	Since Jan. 1, 1881.	Aug. 17, 1882.	Since Jan. 1, 1882.
Wool...	693	275,724	13,275	5,290,673
Cotton...	310	88,841	9,503	3,389,921
Silk...	282	5,103	3,496,933	334
Fine...	606	106,129	17,855	3,508,943
Miscellaneous...	212	26,663	93,601	1,505,759
Total for consumption...	2,103	664,143	139,637	17,142,229
Total on market...	9,639	330,266	344,127	73,986,737
ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882 AND 1881.				
Wool...	2,180	516,625	10,916	4,966
Cotton...	5736	16,661,223	8,429	2,751,829
Silk...	204,490	56,843,205	3,148,810	1,921,936
Fine...	874	75,748	13,891	1,774,732
Miscellaneous...	—	—	—	—
Total at the port...	9,716,13,382,748	522,325	10,437,206	2,898,277
Manufactures of—				
Wool...	21,820	117,855	18,929,118	3,671
Cotton...	204,490	56,843,205	12,701,027	2,412,388
Silk...	5736	51,261	10,437,206	2,898,277
Fine...	874	75,748	13,891	1,774,732
Miscellaneous...	—	—	—	—
Total...	9,716,13,382,748	522,325	10,437,206	2,898,277
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Manufactures of—				
Wool...	21			

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